

NATURAL RESOURCES ITEMS FOR
TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

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1. Oil and Gas Lease Auction held June 17, 2003. A total of 31,238.53 acres of State-owned minerals were offered for lease. Twenty-two successful bidders placed top bids for 24,725.61 acres to be leased in 16 counties.

This item was formally approved by the Director of the Department of Natural Resources on August 14, 2003. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

Respectfully submitted:

Lucas M. Boyd

By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 27, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: September 2, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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| 1. | Saginaw Asphalt Paving Co.
3200 Carrollton Road
P.O. Box 577
Carrollton, MI 48724 | Cold Milling &
Bituminous Paving | \$39,161 |
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Approval is requested to authorize the Lapeer County Road Commission to award a subcontract for bituminous paving and aggregate shoulders, pavement marking, and cold milling on I-69 at the bridge overpass of M-24, both lanes eastbound and westbound in Lapeer County. The project was advertised, and five bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the bridge approaches as they are starting to sink.

Benefit: The contract will provide for safer highways for the traveling public. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surface on this bridge overpass is becoming unsafe for motorists. If duties are not performed, the overpass could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 2. | Highway Maintenance &
Construction Company
P.O. Box 74411
12101 Wahrman
Romulus, MI 48174 | Single Chip Seal | \$155,638.50 |
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Approval is requested to authorize the Genesee County Road Commission to award a subcontract for the preparation and application of single chip seal on M-13 from M-21 to M-57 in Genesee County. The contract includes the furnishing and placing of temporary raised pavement markers on roadways. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To prevent further deterioration of the pavement and to place pavement markings on the roadways.

Benefit: The contract will provide for safer highways for the traveling public. This contract will help reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surface at this location is becoming unsafe for motorists. If duties are not performed, the road could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 3. | Rieth-Riley Const. Co., Inc.
P.O. Box 729
Ludington, MI 49431 | Bituminous Overlay | \$35,792 |
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Approval is requested to authorize the Oceana County Road Commission to award a subcontract to place a one-course asphalt overlay on a bridge deck located at the Pentwater River Bridge between Tyler Road and Lake Road, northbound and southbound on Business US-31 in Oceana County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration of the bridge deck by placing an asphalt overlay on the bridge on Business US-31 over the Pentwater River in Oceana County. It will provide a smoother ride and reduce maintenance costs.

Benefit: The contract will help to prevent further deterioration to the bridge. The overlay will seal and extend the life of the bridge until scheduled rehabilitation in 2009.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The deck on this bridge is becoming unsafe for motorists. If duties are not performed, the deck could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 4. | Payne & Dolan, Inc.
801 Clark Drive
Gladstone, MI 49837 | Bituminous Paving | \$21,744 |
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Approval is requested to authorize the Delta County Road Commission to award a subcontract for bituminous paving of turn lanes on M-35 southbound to County Road 531, West Gladstone Area in Delta County. The subcontract was not advertised due to the remote location and specialized work being conducted. Bids were solicited from local contractors who, historically, have been the only two bidders in this location to bid on advertised jobs. An exemption is being requested to approve the lowest bid due to time constraints of completing the necessary work on the turn lanes prior to winter. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To widen and extend the existing right turn lane to permit safer truck turning movements at the intersection.

Benefit: The contract will provide for safer highways for the traveling public. It will provide adequate lane width and distance for truck turning movements from M-35 onto CR531, and minimizes potential turn movement conflicts.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If work is not performed, the inadequate turn lane width and length could continue to create potential turning movement conflicts between vehicles.

Cost Reduction: The project was competitively bid, but not advertised. The low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 5. | Bacco Construction
N3660 North US-2
Iron Mountain, MI 49801 | HMA Overlay | \$30,000 |
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Approval is requested to authorize the Menominee County Road Commission to award a subcontract for rut-filling with a hot asphalt mix (HMA) overlay on US-41 in Menominee County. The subcontract was not advertised due to the remote location and specialized work being conducted. Bids were solicited from local contractors who, historically, have been the only two bidders in this location to bid on advertised jobs. An exemption is being requested to approve the lowest bid due to time constraints and safety concerns of large ruts on the pavement. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The placement of HMA bituminous material is to eliminate ruts on a section of US-41 in Menominee Township. The contract is of a specialized nature which requires specialized equipment.

Benefit: The contract will provide for safer highways for the traveling public. It will provide for maintenance-free, smoother roads.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If ruts are not filled, driving conditions will continue to be hazardous.

Cost Reduction: The project was competitively bid, but not advertised. The low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 6. | Nationwide Fence & Supply, Inc.
53861 Gratiot Avenue
Chesterfield, MI 48051 | Trunkline Guardrail
Maintenance | \$125,307 |
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Approval is requested to authorize the Oakland County Road Commission to increase the previously approved subcontract amount of \$383,858 by \$125,307. The original one-year contract was approved by the State Administrative Board on October 15, 2002 for \$341,505. An additional amount of \$42,353 was approved by the State Administrative Board on June 17, 2003. Due to the severity of the weather this past winter, guardrails have been hit more often than anticipated, leading to increased repair expenses. The subcontract term remains unchanged, October 15, 2002 through September 30, 2003. The revised total subcontract amount will be \$509,165. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The subcontract is for the repair of guardrails on MDOT trunklines within Oakland County. The contract includes the repair and replacement of galvanized beam guardrail due to hits.

Benefit: The contract will provide for the maintenance of guardrails, resulting in safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The maintenance of guardrails is needed to provide safe road conditions for motorists. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 7. | Rieth-Riley Const. Co.
4435 M-37 South
Grawn, MI | Cold Milling &
Pavement Marking | \$193,959.66 |
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Approval is requested to authorize the Emmet County Road Commission to award a subcontract for cold milling, hot mix asphalt overlay (HMA), flag control, and pavement marking on US-131 for 4.4 miles from Bear River Road to Petoskey in Emmet County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To eliminate the ruts on a section of US-131, which is becoming unsafe for travelers.

Benefit: The contract will provide for safer highways for the traveling public. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The placement of HMA bituminous material is to eliminate ruts on a section of US-131 in Emmet County. If duties are not performed, the road will become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 8. | Michigan Paving and Materials Co.
5905 Belleville Road
Belleville, MI 48111 | Curb Replacement | \$27,360.50 |
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Approval is requested to authorize the City of Monroe to award a subcontract for curb replacement on M-50 (west front) of Harrison Street to Island Street, north side only, within the city of Monroe. The project was advertised, and seven bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To repair failing curbs on M-50 within the City of Monroe.

Benefit: The contract work will improve road drainage, which will result in safer sidewalks and driving conditions for the traveling public. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If duties are not performed, the roads could become hazardous for the traveling public because of the improper drainage and plugged storm drains.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

* Denotes a non-standard contract/amendment

CONTRACTS

9. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan
Contract (2003-0620) between MDOT and the City of Marquette is a state infrastructure bank (SIB) loan to assist the City of Marquette in making permanent repairs to the County Road 550 bridge over the Dead River, including bank stabilization, river channel stabilization, bridge abutment repairs, slope paving repairs, approach and guard rail repairs, and repairs to the bike path, due to damage caused by the failure of the Silver Lake dam in May 2003. The loan will also provide assistance in the reconstruction of Spring Street in downtown Marquette, including new road base, subbase, pavement, drainage system, sidewalks, bike path, underground electrical utilities, new storm water landscape, sprinkler system, lighting, pedestrian facilities, and parking lot. The reconstruction work on Spring Street is considered vital to the economic development of the downtown Marquette business district. MDOT will loan \$1,243,100 to the City of Marquette at 0% interest. The City will repay MDOT the entire amount on or before December 1, 2018. The contract will be in effect from the date of award through December 1, 2018. Source of Funds: State Infrastructure Bank Loan Funds - \$1,243,100.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the City of Marquette to assist in bank stabilization, river channel stabilization, bridge abutment repairs, slope paving repairs, and approach and guard rail repairs to the County Road (CR) 550 bridge over the Dead River. The loan will also assist in the reconstruction of Spring Street in downtown Marquette. The CR 550 repairs are required due to the failure of the Silver Lake dam in May 2003. While Spring Street was not directly affected by the flood, emergency repairs the Lakeshore Boulevard Bridge, which was damaged in the flood, consumed resources that would have been available for the project.

Benefit: The loan will make it possible for the City to make permanent repairs to facilities damaged in the flood, making them safe for the traveling public. It will also allow the City to complete on time a project that is considered vital to the Downtown Business District.

Funding Source: State Infrastructure Bank Loan Funds - \$1,243,100.

Commitment Level: The contract is for a fixed amount.

Risk Assessment: If the City does not receive the loan, it may have to postpone making the necessary flood repairs and improvements to the downtown area.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: The loan provides for repair and replacement of existing roads and bridges.

10. *EXECUTIVE (Office of Economic Development and Enhancement) – SIB Loan
Contract (2003-0627) between MDOT and the City of Saugatuck is a state infrastructure bank (SIB) loan to assist the City in financing transportation infrastructure improvements. MDOT will loan \$180,000 to the City at 3 percent interest. The City will repay MDOT the entire amount on or before October 1, 2008. The contract will be in effect from the date of award through October 1, 2008. Source of Funds: State Infrastructure Bank Loan Funds - \$180,000.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the City of Saugatuck to accelerate the City's 5-Year Capital Improvement Plan and accomplish nearly two miles of additional road work.

Benefit: The City of Saugatuck has found that investing in their street system is important to their standing as an important West Michigan tourist destination. The City received a favorable bid for roadwork that the contractor has agreed to extend to an additional 11,600 linear feet of local street work. The loan will make it possible for the City to accept the offer, which will save \$40,000 and accomplish the equivalent of the three years of road work.

Funding Source: State Infrastructure Bank Loan Funds - \$180,000.

Commitment Level: The contract is for a fixed amount.

Risk Assessment: If the City does not receive the loan, it may have to postpone making the improvements and pay much more for them in the future.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: Repair/replacement of existing roads.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R2) under Contract (2000-0145) between MDOT and Spaulding DeDecker & Associates, Inc., will add services for the implementation of plan revisions requested by MDOT for M-29 from Broadway Street to Francis Street, Marine City and East China Township, St. Clair County (CS 77052 - JN 50530C), and will increase the authorization amount by \$6,545.96. The original authorization (Z1) provides for all work related to the design of M-29 from Broadway Street to Francis Street, including, but are not limited to, reconstructing the roadway, performing enclosed drainage work and slope work, and removing and replacing guardrail and sidewalk ramps. The authorization term remains unchanged, July 5, 2002, through March 9, 2004. The revised authorization amount will be \$296,918.53. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The additional design work is for the implementation of plan changes requested by MDOT late in the design process.

Benefit: To improve the pavement ride, condition and roadway safety of the roadway. This reconstruction project will also reduce the long term maintenance costs for this area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to include this work will result in greater unit prices and will require increased supervision during construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is not for a new roadway, it is for the reconstruction of an existing one, with no capacity increase.

12. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z17/R1) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will provide for additional construction engineering services to be performed on an as needed basis for the MDOT Port Huron Transportation Service Center (TSC), Metro Region, and will increase the authorization amount by \$48,275.14. The term of the authorization remains unchanged, February 24, 2003, through October 31, 2003. The revised authorization amount will be \$147,312.45. The contract term is November 15, 2000, through October 31, 2003. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: The purpose of this contract is to provide as needed construction inspection and testing services. The Port Huron TSC has determined additional hours are needed to complete the tasks required for the end of the construction season. It is estimated that to utilize the consultants would help in performing these tasks on select projects due to the current direct staffing levels and the construction workload for the 2003 construction season.

Benefit: The benefit gained is that MDOT can meet the needs of the MDOT program by providing the technical expertise to complete the tasks required.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: There are minimal risks associated with this activity. The firm selected is pre-qualified by the Department and they have successfully work with the Port Huron TSC staff recently. For the 2003 construction season, the TSC and the region do not have adequate direct staff to administer/inspect the construction program directly. The projects do need to be administered to a certain level to capture FHWA funds. This consultant contract will contribute to that end.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The work associated with this authorization is on an as needed basis to perform office technician duties under the direction of the project manager. Performing these tasks will be on various projects that may or may not be identified as new.

13. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2001-0185/A6) between MDOT and URS Corporation Great Lakes will provide for the addition of a crash analysis, the design of a new Monroe Street pump station, and the replacement of subconsultant R & R Visual, Inc., with Inland Waters Pollution Control, Inc., to perform sewer video taping along the project limits and will increase the contract amount by \$169,899.69. The original contract provides for the design of I-375 from Gratiot Avenue to Jefferson Avenue and of Jefferson Avenue from Beaubien Street to east of I-375 in Wayne County (CS 82111 - JN 47592C & JN 47952). The contract term remains unchanged, May 10, 2001, through December 1, 2003. The revised total contract amount will be \$6,831,446.44. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To video tape storm sewer, design rehabilitation of pump station, and perform a crash analysis.

Benefit: Provide a better design of the storm sewer and pump station. The crash analysis will address possible correctable accident pattern.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the storm sewer and pump station is not designed properly, there are potential safety issues for MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new construction project.

14. HIGHWAYS - Increase Services and Amount, Extend Term
Amendatory Contract (2001-0185/A7) between MDOT and URS Corporation Great Lakes will increase the services, increase the contract amount by \$189,140.15, and extend the contract term by approximately thirteen months to allow for the combination of the design pre-phase work and the overall construction design into one phase. The additional design services will include reconstruction of an exit ramp and a retaining wall; paving; and the preparation of a pick-up survey and landscaping and irrigation plans on I-375 from Gratiot Avenue to Jefferson Avenue and on Jefferson Avenue from Beaubien to Rivard Street, Wayne County. The original contract provides for early engineering of the project, including, but not limited to, the following: design surveys, including hydraulic surveys; study of existing drainage and necessary rehabilitation; base plans and preliminary typical cross-sections; utility information; bridge studies; televising of sewers and cleanout and disposal of any non-hazards or hazards material preventing the televising; conduct of subsurface utility engineering to identify exact location of critical utilities that will need relocation; computation and verification of plan quantities; preparation of staging plans and special provisions, etc. The revised contract term will be May 10, 2001, through December 31, 2004. The revised total contract amount will be \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds for CS 82111 – JN 47592; 100% State Restricted Trunkline Funds for CS 82111 – JN 47592C.

Purpose/Business Case: Pick up survey, combining project into one and landscaping plans. Time extension to allow for additional work

Benefit: The additional survey for Larned, Atwater, and Franklin Streets will provide more detail for the design of this project. The landscaping was part of coordination with the City of Detroit to do the project. Combine the two phase will allow one contract for construction. Additional time will give the consultant time to finish the design for the additional work.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds for CS 82111 – JN 47592; 100% State Restricted Trunkline Funds for CS 82111 – JN 47592C.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the survey is not completed, the plans will have misinformation causing construction problems. Not combining the project will have an adverse impact on the construction schedule - the plans will not be complete for letting. The MDOT relationship with the city of Detroit may suffer.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new construction project.

15. HIGHWAYS - Construction Engineering Services
Authorization Revision (Z19/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services on US-12 (Michigan Avenue) from Firestone to Wyoming in the city of Dearborn, Wayne County (CS 82062 - JN's 47064A) and will increase the authorization amount by \$270,604.26. The authorization term remains unchanged, June 2, 2003, through November 29, 2004. The revised authorization amount will be \$320,574.87. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Procure technical services from a prequalified consultant to manage the US-12 reconstruction project in Dearborn.

Benefit: This will ensure that correct construction practices are utilized by the contractor, that the contract specifications are met, and that Federal Highway funds are captured for the work done.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT would lose FHWA funding for the construction work. It is not likely that the Taylor TSC would be able to staff the project with MDOT staff members, as the TSC staff is presently committed to other work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The project is not a "new" project, rather, it is a reconstruction with no increase in laneage.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2001-1007) between MDOT and Bergman Associates will provide for the preparation of preliminary and final scoping packages for the rehabilitation of various projects in Wayne County (CS 82900 - JN 73324). The work items include preparing and evaluating the proposed treatment for each roadway and determining the extent and cost of the work required for its implementation. This authorization will be in effect from the date of award through October 18, 2004. The authorization amount will be \$585,698.63. The contract term is October 18, 2001, through October 18, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Roadway scoping is the first step in identifying the extent, issues, and costs related to candidate projects prior to them being considered for inclusion into the Metro Region Rehabilitation and Reconstruction (R&R) program. This activity occurs prior to the selection of any R&R projects that are to be included in the MDOT Five Year Plan.

Benefit: The benefit of conducting Roadway Scoping allows MDOT's Metro Region to more thoroughly identify the issues and costs related to a candidate project. This allows early determination of cost to better allocate our funding, identify design and constructability issues early so schedule commitments can be better met and it provides local entities of government opportunity to identify any concerns they may have on a particular candidate project.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The major risks of not performing this activity would be variations in cost and/or schedule. Budgetary issues could arise from not having a fairly clear understanding of the issues and impacts associated with the project which could lead to either over funding or under funding a project. Schedule changes could arise from not identifying items of work that may need a long lead time to accomplish.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee bases not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is scoping for rehabilitation and/or reconstruction of existing roadways.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z9) under Contract (2002-0239) between MDOT and URS Corporation Great Lakes will provide for construction engineering services for sign truss and cantilever replacement on US-31 from I-96 north to US-10, Muskegon and Mason Counties (CS 61072 - JN 58869A). The authorization will be in effect from the date of award through November 30, 2004. The authorization amount will be \$149,032. The contract term is January 23, 2002, through January 23, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Overhead sign structure and guardrail replacements including cofferdam and sheet piling installations on US-31 from I-96 to US-10 in the cities of Ludington, Muskegon, Muskegon Heights, and Norton Shores in Fruitport, Sullivan, Egeleston, Dalton, and Pere Marquette Townships, Muskegon and Mason Counties.

Benefit: Updated and improved overhead signing and other various safety upgrades.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Certain liability issues exist because current roadway signing and guardrail have exhibited signs of deterioration and do not currently meet increasing safety standards.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; this is for the upgrade and improvement of signing and safety features on an existing roadway.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z6/R1) under Contract (2002-0249) between MDOT and L.S. Engineering, Inc., will add construction engineering services to be performed on M-120 from the Whitehall intersection easterly to the US-31 northbound ramps, from structure B01 northerly to south of Holten Road, and on US-31 from south of structure S03 to north of reference point in the cities of Muskegon and North Muskegon, Muskegon Township, Muskegon County (CS 61012 - JN 45801A) and will increase the authorization amount by \$67,590.83. The original authorization (Z6) provides for construction engineering services on M-120 from Lake Avenue east to US-31 ramps, for a total cost of \$115,306.54. The work items include cold milling, bituminous resurfacing, joint repairs, and safety items. The term of the authorization remains unchanged, February 24, 2003, through March 31, 2004. The revised authorization amount will be \$182,897.37. The contract term is March 7, 2002, through March 7, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The original contract was for 4.61 mi of joint repair, cold milling, superelevation correction, hot mix asphalt surfacing, and safety upgrades on M-120 in the cities of Muskegon and North Muskegon, Muskegon Township, Muskegon County. Utility Companies greatly exceeded their original time estimates for the relocation of their respective utilities. The Consultant's coordination of these utilities as well as additional Consultant oversight of commercial development permits resulted in additional costs beyond that originally estimated and specified in the Scope of Services.

Benefit: Improved roadway surface, increased traffic capacity, improved drainage, and various safety upgrades.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway was deteriorating and unable to service the increasing traffic capacities.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; this is for the rehabilitation and upgrade of an existing roadway.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for the design of US-24 (Telegraph Road) from Beechmont Road to M-153 (Ford Road) in Wayne County (CS 82053 - JN 59067C). The work items include milling and resurfacing the northbound lanes, including patching and overlaying the southbound lanes of US-24. This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$277,288.88. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees to design the US-24 (Telegraph Road) project to mill and resurface the northbound lanes and patch and overlay the southbound lanes. The project limits are along US-24 are from Beechmont Road to M-153 (Ford Road). The project pavement is in poor condition. The existing roadway is a 6-lane or 8-lane, divided urban arterial and is currently planned to be constructed during the summer of 2006.

* Denotes a non-standard contract/amendment

Benefit: To improve pavement ride quality, condition and safety of the roadway. This project will also help reduce the long term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, mill and resurface is the preferred repair. Please note, should this work not be approved, that the cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the mill and resurface over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the mill and resurface, would require additional disruptions to traffic. These additional disruptions would result in an increased cost to the users in the form of user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new roadway, it is a mill and resurface and a patch and overlay of an existing roadway.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for the design of US-24 (Telegraph Road) from M-153 (Ford Road) to Joy Road in Wayne County (CS 82053 - JN 59068C). The work items include milling and resurfacing the northbound lanes, including patching and overlaying the southbound lanes of US-24. This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$365,720.69. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees to design the US-24 (Telegraph Road) project to mill and resurface the northbound lanes and patch and overlay the southbound lanes. The project limits are along US-24 are from M-153 (Ford Road) to Joy Road. The project pavement is in poor condition. The existing roadway is a 6-lane or 8-lane, divided urban arterial and is currently planned to be constructed during the summer of 2006.

Benefit: To improve pavement ride quality, condition and safety of the roadway. This project will also help reduce the long term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, mill and resurface is the preferred repair. Please note, should this work not be approved, that the cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the mill and resurface over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the mill and resurface, would require additional disruptions to traffic. These additional disruptions would result in an increased cost to the users in the form of user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new roadway, it is a mill and resurface and a patch and overlay of an existing roadway.

21. HIGHWAYS - IDS Construction Engineering Services
Authorization Revision (Z33/R1) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will add construction engineering services to be performed at the I-96 Fruitport rest area, Crockery Township, Ottawa County (CS 70064 - JN 73201A) and will increase the authorization amount by \$129,973.81. The original authorization (Z33) provides for preliminary construction survey and inspection. The term of the authorization remains unchanged, effective through November 20, 2005. The revised authorized amount will be \$138,097.73. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.
- Purpose/Business Case:** To add additional services for reconstructing the existing rest area parking lot, building, and the utility systems on I-96, Fruitport, Ottawa County.
Benefit: Repaired parking and rest area facility will improve the quality of the rest area and decrease maintenance costs.
Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The existing rest area was deteriorating to the point of becoming a hazard to the motorists utilizing the facility.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: This is not a new project. This contract is for reconstruction of an existing facility.
22. HIGHWAYS - IDS Design Consultant Services
Authorization Revision (Z1/R1) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will add services to the initial authorization to develop further expansion of the Grand Rapids Intelligent Transportation System (ITS) to the interchange of I-196 and I-96 in the city of Grand Rapids, Kent County (CS 41029 - JN 72044C) and will increase the authorization amount by \$122,426.58. The original authorization (Z1) provides for the design of extensions of the existing Grand Rapids ITS. The work items include the installation of changeable message signs, closed circuit television cameras, and encased fiberoptic cable, which will interface with all existing ITS monitoring software and equipment. The term of the authorization remains unchanged, June 6, 2003, through November 21, 2005. The revised authorization amount will be \$310,946.29. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% Federal Highway Administration Funds.
- Purpose/Business Case:** These extra hours of design are needed to develop further expansion of the ITS system beyond the current scoped locations. This will provide the motoring public with even better advance warning to possible traffic problems along I-96, US-131 and I-96.
Benefit: These additional design hours will develop the expansion of the ITS system to the interchange of I-196 and I-96, warning the motoring public sooner and creating a reduction of major backups during peak hours.
Funding Source: 100% Federal Highway Administration Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If these hours are not approved, the additional design required to expend the CMAQ funds for this ITS expansion project can not be performed. This will cause this project to be less effective in its effort to reduce backups that occur daily.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: These extra design hours will be a extension to the existing contract authorization.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for the design of road rehabilitation on M-19 from the north Memphis city limits to Bryce Road in the village of Emmet, Riley and Emmet Townships, St. Clair County (CS 77011 - JN 60441C). The work items include cold milling, resurfacing, joint repair and pavement patching, drainage work, and guardrail removal and replacement. The length of this project is 7.34 miles. This authorization will be in effect from the date of the award through April 14, 2006. The authorization amount will be \$547,519.89. The contract term is April 14, 2003, through April 14, 2006. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for a road rehabilitation project on M-19 from N. Memphis City limits to Bryce Road in St. Clair County. 7.34 miles of milling, pavement repairs, resurfacing including 0.76 miles of reconstruction.

Benefit: Construction of road rehabilitation project would lead to improved driving conditions and safety features for M-19 through St. Clair County.

Funding Source: 82% Federal Highway Administration and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the use of professional services for this work, the road rehabilitation project would not be designed and thus not constructed. MDOT could lose federal funding for road improvements and motorist's safety could be compromised with further road deterioration.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is a preservation project.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2003-0201) between CH2M Hill Michigan, Inc., will provide for design services for a road rehabilitation project on M-19 from Ashery Creek to the north Memphis city limits in Macomb County (CS 50091/77011 - JN 55657C). Work items include 1.54 miles of cold milling, pavement repairs, and resurfacing. This authorization will be in effect from the date of award through April 14, 2006. The authorization amount will be \$174,741.56. The contract term is April 14, 2003, through April 14, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for a road rehabilitation project on M-19 from Ashery Creek to N. Memphis City limits in Macomb County. 1.54 miles of cold milling, pavement repairs, and resurfacing.

Benefit: Construction of road rehabilitation project would lead to improved driving conditions and safety features for M-19 through Memphis.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the use of professional services for this work, the road rehabilitation project would not be designed and thus not constructed. MDOT could lose federal funding for road improvements and motorist's safety could be compromised with further road deterioration.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Rehabilitation of an existing project.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the design of 4.197 miles of resurfacing on M-85 (Fort Street) from Goddard Road northerly to I-75 in the cities of Lincoln Park and Detroit in Wayne County (CS 82211 - JN 75186C). The work items include cold milling and resurfacing work, curb and gutter repair, and drainage improvements. This authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$599,951.03. The contract term is April 17, 2003, through June 17, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 16.55% State Restricted Trunkline Funds, 1.0% City of Lincoln Park (Act 51) Funds and 0.6% City of Detroit (Act 51) Funds.

Purpose/Business Case: This contract is for the negotiated fees to design the M-85 (Fort Street) cold mill and resurface project. The project limits are along M-85 (Fort Street) from Goddard Road northerly to I-75. The project length is 4.197 miles and the pavement is in poor condition. The existing roadway is a 6-lane, divided urban arterial.

Benefit: To improve pavement ride quality, condition and safety of the roadway. This project will also help reduce the long term maintenance costs for the area.

Funding Source: 81.85% Federal Highway Administration Funds, 16.55% State Restricted Trunkline Funds, 1.0% City of Lincoln Park (Act 51) Funds and 0.6% City of Detroit (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, mill and resurface is the preferred repair. The cost to perform the combination of alternate repairs and additional maintenance, when compared to the cost of the mill and resurface over the same 20 year period, would be greater.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new roadway. It is the mill and resurface of an existing roadway with no increase in capacity.

26. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R1) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for additional design services for the relocation of the M-59 Interchange at Adams Road in the city of Rochester Hills in Oakland County (CS 63043 - JN 30154C) and will increase the authorization amount by \$799,949.42. The original authorization (Z14) provides for the preliminary design at a cost of \$49,999.08. The term of the authorization remains unchanged, August 4, 2003, through April 17, 2006. The revised authorization amount will be \$849,948.50. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, 15.90% State Restricted Trunkline Funds and 2.25% City of Rochester Hills (Act 51) Funds.

Purpose/Business Case: This authorization revision is for the negotiated fees to add additional design work to this project. This revision will include the design of the relocated Adams Road, 6 associated ramps, on-site drainage and a sound wall. The new interchange location will be east of the existing, and the existing section of M-59, within the limits of this project, is 3 lanes in each direction. The project limits are within the City of Rochester Hills, in Oakland County. This project is included within MDOT's 5 year plan, it will be found within the 2004 to 2006 STIP / TIP and is currently planned for phased construction, to begin during the summer of 2004.

Benefit: To improve the capacity of the existing Adams Road Interchange, and improve access to the local roadway system.

Funding Source: 81.85% Federal Highway Administration Funds, 15.90% State Restricted Trunkline Funds, and 2.25% Local Match.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The State Transportation Commission, as directed by the Governor's office, recently brought this project back into MDOT's program

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for a new interchange at Adams Road Relocated. The existing interchange, at Adams Road, is to be removed.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for roadway scoping in Macomb County (CS 50900 - JN 73322). This authorization will be in effect from the date of award through August 5, 2006. The authorization amount will be \$138,296.02. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Roadway scoping is the first step in identifying the extents, issues and costs related to candidate projects prior to them being considered for inclusion into the Metro Region Rehabilitation and Reconstruct (R&R) program. This activity occurs prior to the selection of any R&R projects that are to be included in the MDOT Five Year Plan.

Benefit: The benefit of conducting Roadway Scoping allows MDOT Metro Region to more thoroughly identify the issues and costs related to a candidate project. This allows early determination of cost to better allocate our funding, identify design and constructability issues early so schedule commitments can be better met and it provides local entities of government opportunity to identify any concerns they may have on a particular candidate project.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The major risks of not performing this activity would be variations in cost and/or schedule. Budgetary issues could arise from not having a fairly clear understanding of the issues and impacts associated with the project which could lead to either over funding or under funding a project. Schedule changes could arise from not identifying items of work that may need a long lead time to accomplish.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is scoping for rehabilitation and/or reconstruction of existing roadways.

28. HIGHWAYS - IDS Engineering Services

Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services
Contract (2003-0605) between MDOT and Hurley & Stewart, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
31. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0611) between MDOT and Clearly Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
32. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0621) between MDOT and Lamont Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Title Services
Contract (2003-0624) between MDOT and First Michigan Title of Monroe, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5300) between MDOT and City of Frankenmuth will provide for participation in the following improvements:

Widening work on Highway M-83 from two to three lanes from Roedel Road to approximately 1,000 feet south of Roedel Road.

Estimated Funds:

City of Frankenmuth Funds	<u>\$30,738</u>
Total Funds	<u>\$30,738</u>

STT 73131 – 48595; Saginaw County
Letting of 1/10/2003

Purpose/Business Case: Additional work on trunkline highway in order to assist traffic flow at the north end of the City of Frankenmuth.

Benefit: Provides for improved traffic flow by reducing left hand turning conflicts.

Funding Source: 100% City of Frankenmuth Funds.

Commitment Level: 100% City of Frankenmuth Funds, fixed at \$30,738.

Risk Assessment: Contract required in order for MDOT to bill City.

Cost Reduction: Low bid to be repaid by City.

New Project Identification: New lane on existing roadway.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5332) between MDOT and the City of Yale will provide for funding participation in the following improvements:

The replacement of approximately 500 feet of 24-inch diameter storm sewer with 30-inch diameter storm sewer and construction of related facilities along Mechanic Street from Highway M-19 to a point east of Smith Street.

Estimated Funds:

State Restricted Trunkline Funds	\$ 20,949
City of Yale Funds	<u>\$365,769</u>
Total Funds	<u>\$386,718</u>

M 84900 - 73095; St. Clair County
Local Letting

Purpose/Business Case: Storm sewer replacement and upgrading project.

Benefit: Provides for the drainage of storm water from portions of Highway M-19.

Funding Source: State Trunkline and Bridge Construction Funds and City of Yale Funds; no Build Michigan III Funds.

Commitment Level: 3.93% State; 96.07% City of Yale; based on estimate.

Risk Assessment: Reduction in potential flooding by upgrading storm sewer to meet current MDOT design standards.

Cost Reduction: Low bid.

New project Identification: Upgrading of existing storm sewer system.

* Denotes a non-standard contract/amendment

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5380) between MDOT and City of Algonac will provide for funding participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Highway M-29 between Smith Street and Liberty Street, including the placement of brick sidewalk, pedestrian bumpouts, landscaping work, streetlighting, and benches.

Estimated Funds:

Federal Highway Administration Funds	\$ 656,369
State Restricted Trunkline Funds	\$ 262,548
City of Algonac Funds	<u>\$ 393,821</u>
Total Funds	<u>\$1,312,738</u>

STE 77051 – 74431; St. Clair County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Algonac Funds.

Commitment level: 50% Federal, 20% State, and 30% City of Algonac; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds and to enable the State to pay for its share.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5396) between MDOT and the City of Walker will provide for funding participation in the following improvements:

Construction of a right turn lane from westbound Highway M-45 (Lake Michigan Drive) to northbound Highway M-11 (Wilson Avenue).

Estimated Funds:

State Restricted Trunkline Funds	<u>\$350,000</u>
Total Funds	<u>\$350,000</u>

M 41061 – 72143; Kent County
Local Letting

Purpose/Business Case: Construction of right turn lane to provide for future traffic flow at intersection.

Benefit: The City of Walker agrees to improve three other quadrants of the intersection.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% State; lump sum payment.

Risk Assessment: Loss of future economic development opportunities.

* Denotes a non-standard contract/amendment

Cost Reduction: Since MDOT is paying the cost of the turn lane in the northeast quadrant, the City agrees to construct turn lanes in the other three quadrants in the future at its own expense.

New project Identification: New construction of right turn lane.

38. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5399) between MDOT and the City of Sault Ste. Marie will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program:

PART A

The removal of the historic structure B01 of 17-11-42, which carries Fort Street over the Power Canal, T47N, R1W, City of Sault Ste. Marie, Michigan.

PART B

Relocation of the historic Fort Street bridge at the Power Canal.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$363,900	\$ 0	\$363,900
City of Sault Ste. Marie Funds	\$ 19,100	\$8,000	\$ 27,100
Total Funds	<u>\$383,000</u>	<u>\$8,000</u>	<u>\$391,000</u>

MCS 17011 – 39955; Chippewa County

Letting of 09/05/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and City of Sault Ste. Marie Funds.

Commitment Level: 95% State, 5% City of Sault Ste. Marie for Part A; 100% City of Sault Ste. Marie for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

39. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5403) between MDOT and the Allegan County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 03-03-22, which carries 46th Street over Swan Creek, Sections 17 and 18, T1N, R14W, Cheshire Township, Allegan County, Michigan; the reconstruction of the approaches to the structure for approximately 50 feet northerly and 50 feet southerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$181,800
State Restricted Trunkline Funds	\$ 34,100
Allegan County Road Commission Funds	\$ 11,300
Total Funds	<u>\$227,200</u>

BRO 03003 - 72820

Letting of 8/1/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Allegan County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Allegan County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

40. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5460) between MDOT and the Dickinson County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 22-04-11, which carries District 5 Road over Pine Creek, Section 28, T40N, R29W, Norway Township, Dickinson County, Michigan; the reconstruction of the approaches to the structure for approximately 175 feet southerly and 225 feet northerly of the structure.

PART B

Plain riprap work for the structure B01 of 22-04-11, which carries District 5 Road over Pine Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$395,800	\$ 0	\$395,800
State Restricted Trunkline Funds	\$ 74,200	\$ 0	\$ 74,200
Dickinson County Road Commission Funds	<u>\$ 24,700</u>	<u>\$ 5,700</u>	<u>\$ 30,400</u>
Total Funds	<u>\$494,700</u>	<u>\$ 5,700</u>	<u>\$500,400</u>

BRO 22004 - 59699

Letting of 9/5/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Dickinson County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Dickinson County Road Commission for Part A; 100% Dickinson County Road Commission for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5464) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Reconstruction work along Upper Pine Creek Road from approximately 300 feet north of Timber Ridge Road southerly 0.21 miles, including vertical curve and grade modifications; intersection sight distance improvements; grading, subbase, aggregate base, aggregate shoulder, drainage improvement, pavement marking, traffic control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$68,500
Dickinson County Road Commission Funds	<u>\$17,100</u>
Total Funds	<u>\$85,600</u>

STH 22609 - 73611
Local Force Account

Purpose/Business Case: To improve sight distance.

Benefit: Improve roadway safety.

Funding Source: Federal Surface Transportation Program Funds and Dickinson County Road Commission Funds.

Commitment Level: 80% Federal up to \$200,000 and the balance by Dickinson County Road Commission.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Improve existing roadway.

42. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5467) between MDOT and the Berrien County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 11-07-42, which carries North Maple Road over the Paw Paw Lake Channel, Sections 16 and 21, T3S, R17W, Coloma Township, Berrien County, Michigan; the reconstruction of the approaches to the structure for approximately 115 feet northwesterly and 104 feet southeasterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$324,200
State Restricted Trunkline Funds	\$ 60,800
Berrien County Road Commission Funds	<u>\$ 20,200</u>
Total Funds	<u>\$405,200</u>

BRO 11007 - 56477
Letting of 9/5/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

* Denotes a non-standard contract/amendment

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Berrien County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Berrien County Road Commission; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5470) between MDOT and City of Howell will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Michigan Avenue (Highway M-155) from Grand River Avenue to Pickney Road and along Pinckney Road from Michigan Avenue to Argyle Street, including curb and gutter, sidewalk, landscaping, pavement marking, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$106,472
City of Howell Funds	<u>\$106,472</u>
Total Funds	<u>\$212,944</u>

STE 47061 – 72201; Livingston County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Howell Funds.

Commitment level: 50% Federal up to \$106,472 and the balance by City of Howell; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

44. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5483) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B02 of 52-01-30, which carries County Road AAO over the Dead River, Sections 22 and 23, T49N, R28W, Champion Township, Marquette County, Michigan; the reconstruction of the approaches to the structure for approximately 75 feet westerly and 75 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$442,600
State Restricted Trunkline Funds	\$ 83,000
Marquette County Road Commission Funds	<u>\$ 27,600</u>
Total Funds	<u>\$553,200</u>

BRO 52001-75711

Letting of 8/20/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Marquette County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Marquette County Road Commission; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5492) between MDOT and the Wexford County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Roadway reconstruction work at the intersection of No. 2 Road and No. 29 ½ Road, including earthwork, aggregate base, drainage structure, hot mix asphalt paving, aggregate shoulder, guardrail, pavement marking, and slope restoration work.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$200,000	\$ 0	\$200,000
State Restricted Economic Development Funds	\$ 0	\$ 36,325	\$ 36,325
Wexford County Road Commission Funds	<u>\$ 92,100</u>	<u>\$(36,325)</u>	<u>\$ 55,775</u>
Total Funds	<u>\$292,100</u>	<u>\$ 0</u>	<u>\$292,100</u>

STH 83609 - 74002
Amendment

The purpose of this amendment is to provide for the addition of State Transportation Economic Development Funds to be applied to the eligible items of the project cost.

Purpose/Business Case: Amend original contract to add State Transportation Economic Development Funding.

Benefit: Project able to be built with this additional funding.

Funding Source: Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Wexford County Road Commission Funds.

Commitment Level: 80% Federal up to \$200,000, 20% State up to \$36,325, and balance by Wexford County Road Commission; based on estimate.

Risk Assessment: Without amendment, project would not be built due to lack of funding.

Cost Reduction: N/A (Original was for low bid).

New Project Identification: N/A (Original was to improve existing roadway).

46. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5504) between MDOT and the City of Lansing will provide for funding participation in the construction of the following improvements:

New traffic signal installation work along eastbound Michigan Avenue at the crossover approximately 350 feet west of Howard Street (southbound Highway US-127 Service Drive).

Estimated Funds:

State Restricted Trunkline Funds	\$43,096
City of Lansing Funds	<u>\$ 0</u>
Total Funds	<u>\$43,096</u>

M 33171 – 76373; Ingham County
Local Force Account

Purpose/Business Case: To enhance the operation and safety of the intersection of Michigan Avenue at Homer Street (southbound Highway US-127 Service Drive) and the intersection of Michigan Avenue at the adjacent u-turn crossover.

Benefit: Improve traffic flow and safety by eliminating left-turning traffic at the intersection of Michigan Avenue and Homer Street (southbound Highway US-127 Service Drive) and providing a viable, safe alternative using the crossover.

Funding Source: State Trunkline and Bridge Construction Funds and City of Lansing Funds; no Build Michigan III Funds.

Commitment Level: 100% State up to an amount not to exceed \$43,096 and balance by the City of Lansing

Risk Assessment: Not installing traffic signal could adversely affect the safe operation of the Michigan Avenue corridor.

Cost Reduction: Local agency to perform work with own forces and estimate reviewed to make sure reasonable.

New Project Identification: New traffic signal installation.

47.-112. MAINTENANCE - State Trunkline Maintenance

Contracts between MDOT and the following 66 County Road Commissions will provide for Statewide trunkline maintenance for a five-year period. The development of the new master contract was negotiated between MDOT and the County Road Association of Michigan (CRAM). The contracts will be in effect from October 1, 2003, through September 30, 2008. P.A. 17 of 1925 authorizes the Department to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of State trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the negotiated contracts with the local units of government. The Department has found that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA51, MCL 247.66a(c); MSA 9.1097(11c).

These contracts will operate on a cost reimbursement basis, subject to final audit to actual costs, except for those counties that select the third option on overhead, which is not subject to a final audit to actual cost. Billings are submitted by the counties on a monthly basis to be approved by the Regions. Actual work is planned by the Regions in cooperation with the Counties. The total for the Maintenance budget is based on legislative appropriations. MDOT's Administrative Services determine the Regions maintenance budgets and the Regions in turn; establish the individual contract County budgets. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To establish maintenance contracts between MDOT and the 66 county road commissions to provide construction, improvement and maintenance of State trunkline highways.

Benefit: Contract provides critical maintenance services for the State.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A five-year contract.

Risk Assessment: The county contracts are negotiated and covered under P.A. 17 of 1925 regulations.

Cost Reduction: The contracts result in a cost savings to MDOT because it is set up on a cost reimbursement basis, subject to final audit of actual costs.

New Project Identification: These are new five-year maintenance contracts.

	<u>Contract</u>	<u>Counties</u>
47.	2003-0361	Alcona Co. Rd. Comm.
48.	2003-0362	Alger Co. Rd. Comm.
49.	2003-0363	Alpena Co. Rd. Comm.
50.	2003-0364	Antrim Co. Rd. Comm.
51.	2003-0365	Arenac Co. Rd. Comm.

* Denotes a non-standard contract/amendment

- 52. 2003-0366 Bay Co. Rd. Comm.
- 53. 2003-0367 Benzie Co. Rd. Comm.
- 54. 2003-0368 Branch Co. Rd. Comm.
- 55. 2003-0369 Calhoun Co. Rd. Comm.
- 56. 2003-0370 Charlevoix Co. Rd. Comm.
- 57. 2003-0371 Cheboygan Co. Rd. Comm.
- 58. 2003-0372 Chippewa Co. Rd. Comm.
- 59. 2003-0373 Clare Co. Rd. Comm.
- 60. 2003-0374 Clinton Co. Rd. Comm.
- 61. 2003-0375 Crawford Co. Rd. Comm.
- 62. 2003-0376 Delta Co. Rd. Comm.
- 63. 2003-0377 Dickinson Co. Rd. Comm.
- 64. 2003-0378 Emmet Co. Rd. Comm.
- 65. 2003-0379 Genesee Co. Rd. Comm.
- 66. 2003-0380 Gladwin Co. Rd. Comm.
- 67. 2003-0381 Gogebic Co. Rd. Comm.
- 68. 2003-0382 Grand Traverse Co. Rd. Comm.
- 69. 2003-0383 Gratiot Co. Rd. Comm.
- 70. 2003-0384 Hillsdale Co. Rd. Comm.
- 71. 2003-0385 Houghton Co. Rd. Comm.
- 72. 2003-0386 Huron Co. Rd. Comm.
- 73. 2003-0387 Ionia Co. Rd. Comm.
- 74. 2003-0388 Iosco Co. Rd. Comm.
- 75. 2003-0389 Iron Co. Rd. Comm.
- 76. 2003-0390 Jackson Co. Rd. Comm.
- 77. 2003-0391 Kent Co. Rd. Comm.
- 78. 2003-0392 Keweenaw Co. Rd. Comm.
- 79. 2003-0393 Lake Co. Rd. Comm.
- 80. 2003-0394 Lapeer Co. Rd. Comm.
- 81. 2003-0395 Leelanau Co. Rd. Comm.
- 82. 2003-0396 Luce Co. Rd. Comm.
- 83. 2003-0397 Mackinac Co. Rd. Comm.
- 84. 2003-0398 Macomb Co. Rd. Comm.
- 85. 2003-0399 Manistee Co. Rd. Comm.
- 86. 2003-0400 Marquette Co. Rd. Comm.
- 87. 2003-0401 Mason Co. Rd. Comm.
- 88. 2003-0402 Mecosta Co. Rd. Comm.
- 89. 2003-0403 Menominee Co. Rd. Comm.
- 90. 2003-0404 Midland Co. Rd. Comm.
- 91. 2003-0405 Missaukee Co. Rd. Comm.
- 92. 2003-0406 Monroe Co. Rd. Comm.
- 93. 2003-0407 Montcalm Co. Rd. Comm.
- 94. 2003-0408 Muskegon Co. Rd. Comm.
- 95. 2003-0409 Newaygo Co. Rd. Comm.
- 96. 2003-0410 Oakland Co. Rd. Comm.
- 97. 2003-0411 Oceana Co. Rd. Comm.
- 98. 2003-0412 Ogemaw Co. Rd. Comm.
- 99. 2003-0413 Ontonagon Co. Rd. Comm.

* Denotes a non-standard contract/amendment

- 100. 2003-0414 Otsego Co. Rd. Comm.
- 101. 2003-0415 Ottawa Co. Rd. Comm.
- 102. 2003-0416 Roscommon Co. Rd. Comm.
- 103. 2003-0417 Sanilac Co. Rd. Comm.
- 104. 2003-0418 Schoolcraft Co. Rd. Comm.
- 105. 2003-0419 Shiawassee Co. Rd. Comm.
- 106. 2003-0420 St. Clair Co. Rd. Comm.
- 107. 2003-0421 Tuscola Co. Rd. Comm.
- 108. 2003-0422 Van Buren Co. Rd. Comm.
- 109. 2003-0423 Washtenaw Co. Rd. Comm.
- 110. 2003-0424 Wayne Co. Office of Public Services
- 111. 2003-0425 Wexford Co. Rd. Comm.
- 112. 2003-0568 Berrien Co. Rd. Comm.

113. MULTI-MODAL - Property Management Authorization

Authorization (Z8) issued under Property Management Agreement (92-2352) between MDOT and the Indiana Northeastern Railroad Company (INRC) will provide funding for INRC to repair three bridges and undertake spot track rehabilitation on State-owned rail facilities in Hillsdale and Branch Counties. The authorization will be in effect from the date of award through one year. The total amount of the authorization will be \$325,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$325,000.

Purpose/Business Case: This authorization will provide funding for the repair of three bridges and spot track rehabilitation on state owned rail facilities in Hillsdale and Branch Counties.

Benefit: Will improve safety and track conditions, and extend the useful life of the railway.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$325,000.

Commitment Level: Costs are based on estimates.

Risk Assessment: Failure to authorize the work will result in the loss of an opportunity to improve safety and track conditions.

Cost Reduction: The INRC Property Management Agreement requires the railroad to solicit competitive bids when subcontracting work.

New Project Identification: This is not a new construction project.

114. *MULTI-MODAL – Increase IDS Contract Amount and Allowable Services

Amendatory Contract ([92-2352/A8](#)) between MDOT and the Indiana Northeastern Railroad Company (INRC) will increase the maximum contract amount by \$250,000 in order to allow for additional work to be performed under the IDS contract. The original contract provides for INRC to perform property management services on State-owned rail facilities in Hillsdale and Branch Counties on an as needed/when needed basis as authorized by MDOT. This increase is necessary as three bridges are in need of repair, a siding needs to be reconstructed, and spot track rehabilitation work is needed. The contract term remains unchanged, from January 6, 1993, until both of the following have occurred: (1) MDOT has provided written notice of the termination of the contract to INRC not less than sixty days before the date of termination, and (2) a sale or lease is executed, as provided in Section 10(3) (e) of the State Transportation Preservation Act, PA 295 of 1976, as amended by PA 235 of 1998. The revised maximum contract amount will be \$1,000,000. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: INRC performs miscellaneous property management services, as authorized by MDOT, on State-owned rail facilities in Hillsdale and Branch Counties. This amendment will increase the maximum allowable cost of work to be performed.

Benefit: Provides MDOT a mechanism to address its property management responsibilities in an efficient and expeditious manner.

Funding Source: State Restricted Comprehensive Transportation Funds - \$1,000,000.

Commitment Level: Costs are based on estimates.

Risk Assessment: Failure to authorize additional funds will result in necessary property management improvements not being made.

Cost Reduction: The contract requires the railroad to take all cash and trade discounts or other credits in connection with the purchase of goods or services.

New Project Identification: Not a new construction project.

115. MULTI-MODAL – Railroad Force Account Work

Authorization (50091-76289) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of side-of-street flashing lights with 12” lenses, cantilevers, and longer half-roadway gates at Conrail=s grade crossing of 18 1/2 Mile Road in the city of Sterling Heights, Michigan. This work, to be done in conjunction with a roadway improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Sterling Heights and approved on April 4, 2003. The total cost of the project is estimated at \$205,760.54. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$102,880.27; Local Road Agency, City of Sterling Heights Funds - \$102,880.27.

Purpose/Business Case: The project will replace existing side-of-street devices with side-of-street flashing signals with 12” lenses, cantilevers and longer half-roadway gates at the grade crossing of Conrail with 18 1/2 Mile Road in the City of Sterling Heights, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The upgrade of the side-of-street devices and the addition of cantilevers and longer half-roadway gates were deemed necessary by a team which included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is a combination of state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a), and local agency funds, respectively: FY 2003 State Restricted Trunkline Funds - \$102,880.27; Local Road Agency, City of Sterling Heights Funds - \$102,880.27.

Commitment Level: The contract cost is based on Conrail’s estimate and will be paid on a force account basis.

Risk Assessment: The roadway improvement project will turn a two-lane road into a five-lane road, for which the existing side-of-street devices are not sufficient. This project will correct the situation by increasing the lens size to 12” along with the addition of cantilevers and half-roadway gates, to provide a greatly improved level of warning for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Sterling Heights.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street devices with 8” lights and short half-roadway gates. This project would enhance the level of warning to motorists by upgrading the lights to 12” lenses and installing cantilevers and longer half-roadway gates.

116. MULTI-MODAL – Railroad Force Account Work

Authorization (47007-76296) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola and Saginaw Bay Railway Company (TSB) will provide funding for the installation of half-roadway gates and flashing lights with 12-inch lenses at TSB=s grade crossing of Bishop Lake Road in Livingston County=s Hamburg Township. This work, to be done following a roadway widening project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the Livingston County Road Commission and approved on July 29, 2003. The total cost of the project is estimated at \$84,475.97. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$84,475.97.

Purpose/Business Case: The project will upgrade existing flashing-light signals and install half-roadway gates at the grade crossing of TSB with Bishop Lake Road in Livingston County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The addition of half-roadway gates and upgrade of flashing-light signals was deemed necessary by a team which included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2003 State Restricted Trunkline Funds - \$84,475.97.

Commitment Level: The contract cost is based on TSB=s estimate and will be paid on a force account basis.

Risk Assessment: This project will add gates and upgrade the existing flashing-light signals to include larger lenses to provide a greater level of warning for motorists.

Cost Reduction: The work will be performed by TSB=s contractor on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Livingston County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashing-light signals. This project would enhance the level of warning by increasing the size of those lights and adding half-roadway gates.

117. MULTI-MODAL – Railroad Force Account Work

Authorization (77060-76427) under Master Agreement (94-0805), dated July 5, 1994, between MDOT and CSX Transportation, Inc. (CSXT) will provide funding for the relocation of existing flashing-light signals, the installation of side-lights, and the installation of half-roadway gates at CSXT=s grade crossing of Ravenswood Road in Marysville, Michigan. This work, to be done following a roadway widening project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Marysville and approved on July 18, 2003. The total cost of the project is estimated at \$121,640. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$60,820; Local Road Agency, City of Marysville Funds - \$60,820.

Purpose/Business Case: The project will relocate and upgrade existing flashing-light signals and side lights with 12" lenses, and install new half-roadway gates at the grade crossing of CSXT with Ravenswood Road in Marysville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The relocation and upgrade of the flashing-light signals and side lights and the addition of half-roadway gates was deemed necessary by a team which included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is a combination of state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a), and local agency funds, respectively: : FY 2003 State Restricted Trunkline Funds - \$60,820.00; Local Road Agency, City of Marysville Funds - \$60,820.00.

Commitment Level: The contract cost is based on CSXT=s estimate and will be paid on a force account basis.

Risk Assessment: The road widening project will increase traffic and reduce sight distances at the crossing, leaving the existing signals too close to the roadway and creating a potential traffic hazard. This project will correct the situation by relocating the lights to their proper positions and increasing the lens size to 12" along with the addition of half-roadway gates, to provide an even greater level of warning for motorists.

Cost Reduction: The work will be performed by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the City of Marysville.

New Project Identification: Motorist warning at the crossing today is provided by 8" side-of-street flashing-light signals and side lights. This project would relocate those signals to accommodate the road widening and enhance the level of warning by upgrading all lights to 12" lenses and installing half-roadway gates.

118. MULTI-MODAL – Railroad Force Account Work

Authorization (41013-76290) under Master Agreement (94-0807), dated August 5, 1994, between MDOT and the Grand Rapids Eastern Railroad (GRE) will provide funding for the upgrade of existing flashing-light signals with 12" lenses and the installation of improved detection circuitry at GRE=s grade crossing of Grand River Drive in Lowell Township, Kent County, Michigan. This work, to be done in conjunction with a roadway improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the Kent County Road Commission and approved on June 26, 2003. The total cost of the project is estimated at \$127,316.85. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$63,658.43; Local Road Agency, Kent County Road Commission Funds - \$63,658.42.

Purpose/Business Case: The project will upgrade existing flashing-light signals with 12" lenses, and install new detection circuitry at the grade crossing of GRE with Grand River Drive in Lowell Township, Kent County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The upgrade of the flashing-light signals and the addition of improved activation circuitry were deemed necessary by a team which included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is a combination of state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a), and local agency funds, respectively: FY 2003 State Restricted Trunkline Funds - \$63,658.43; Local Road Agency, Kent County Road Commission Funds - \$63,658.42.

Commitment Level: The contract cost is based on GRE's estimate and will be paid on a force account basis.

Risk Assessment: The roadway improvement project is near a location with frequent railroad yard switching movements and outdated signal activation circuits that are creating a potential traffic hazard. This project will correct the situation by increasing the lens size to 12" along with the addition of enhanced train detection circuitry, to provide a greatly improved level of warning for motorists.

Cost Reduction: The work will be performed by GRE on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of GRE and the Kent County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street devices with 8" lights and outdated signal activation circuitry. This project would enhance the level of warning to motorists by upgrading the lights to 12" lenses and installing improved signal activation circuitry.

119. MULTI-MODAL - Time Extension

Amendatory Contract (98-0788/A5) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will extend the contract term by one year to allow ITP time to complete the project. The original contract provides State matching funds to ITP's FY1998 Federal Section 5309 Program grant for the construction of pullout lanes. The construction has been delayed by the adjacent construction of a justice center complex. The construction of the justice center complex, located just north of where the pullout lanes are to be built, will require that a large underground conduit be excavated in the upcoming months. Delaying construction of the pullout lane will prevent the need to tear up the new pullout lanes in order to excavate the conduit during the justice center construction. The revised contract term will be September 22, 1998, through September 21, 2004. The total cost of the contract remains unchanged at \$150,000. Source of Funds: Federal Transit Administration Funds - \$120,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: Will extend the contract term by one year to allow ITP sufficient time to complete the project. The construction has been delayed by the adjacent construction of a justice center complex.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$120,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed facility work would not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Construction of a turn out lane.

120. MULTI-MODAL - Time Extension

Amendatory Contract (98-0792/A4) between MDOT and the City of Adrian will extend the contract term by one year as the agency requires additional time to complete the project. The original contract provides State matching funds to Adrian's FY 1998 Federal Section 5309 Program grant for engineering and design costs for a new transit facility. Adrian has experienced difficulty in acquiring land for the facility. The city recently acquired a parcel of undeveloped property, but it will take time to develop the land with the necessary infrastructure to make it suitable for facility construction. The revised contract term will be September 22, 1998, through September 30, 2004. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: Will extend the contract term by one year to provide for engineering and design of a new transit facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new construction project.

121. *MULTI MODAL - Increase Services and Amount, Extend Term

Amendatory Contract (99-0291/A4) between MDOT and Greyhound Lines, Inc., will increase Federal Section 5311(f) Program funds and State operating assistance funds by \$549,800, add four months of service, and extend the contract term by four months to January 31, 2004. The original contract provides funding for intercity bus service in the Upper Peninsula. The increase in operating funds will provide an additional \$118,400 for the Marquette, Michigan, to Green Bay, Wisconsin, route; \$250,800 for the St. Ignace, Michigan, to Duluth, Minnesota, route; and, \$180,600 for the Calumet, Michigan, to Milwaukee, Wisconsin, route. The contract provides for an operating subsidy based on a guaranteed rate per mile less revenue. The increase in funding is needed because the revenue received from riders has been less than anticipated due to a reduction in domestic travel and because the contract has been extended for an additional four months of service. The revised contract term will be from May 19, 1999, through January 31, 2004. The revised total contract amount will be \$6,226,842. Source of Funds: Federal Transit Administration Funds - \$2,867,696; FY 1999-FY 2003 State Restricted Comprehensive Transportation Funds - \$3,359,146.

Purpose/Business Case: Will provide Federal and State funding for intercity bus service in the Upper Peninsula. This amendment will provide increased funding of \$549,800 and extend the contract term by four months. The increase in funding is needed because the Intercity Bus industry is experiencing less than anticipated passenger revenues from ticket sales due to a reduction in domestic travel since September 2001 and because an additional four months of service will be provided.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$2,867,696; FY 1999 - FY 2003 State Restricted Comprehensive Transportation Funds - \$3,359,146.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is the service would be discontinued and the guaranteed rate specified in the contract would not be met.

Cost Reduction: Service was competitively bid, and the contract was awarded to the lowest bidder.

New Project Identification: This amendment provides funding to meet MDOT's obligation under the terms of the contract. This is not a new project.

122. *MULTI-MODAL - Increase Amount and Scope, Extend Term

Amendatory Contract (99-0331/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide an additional \$200,000 in funding for the continuation of efforts to eliminate private at-grade crossings along the Federally-designated high speed rail corridor between Detroit and Chicago and will extend the contract term by one year. The closure efforts will focus on the Amtrak-owned trackage between Kalamazoo and the Indiana border (Milepost 143.42 to Milepost 221.88). Reimbursable costs will include legal fees, construction, acquisition, appraisals, and other costs necessary to obtain permanent closures. The original contract provides Federal funding to Amtrak for the removal of private highway/railroad grade crossings along Amtrak-owned right-of-way in Michigan. This project is being undertaken in a continuous effort to increase safety and decrease travel times on the Federally-designated Detroit to Chicago high speed rail corridor. The revised contract term will be from July 13, 1999, through December 31, 2004. The revised total contract amount will be \$1,166,420. Source of Funds: Federal Highway Administration Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

Purpose/Business Case: This is a cooperative effort between MDOT and Amtrak to eliminate active grade crossings in accordance with the Federal goal of reducing the number of grade crossings nationwide by 25%. On the Federally-designated high speed corridor in Michigan, the elimination of private crossings is very important, due to the proposed rail passenger train speed increases to 110 miles per hour. The 110 miles per hour speeds mandate that all private crossings be removed or signalized.

Benefit: The benefit of eliminating crossings is twofold. The complete removal of a particular crossing eliminates the future possibility of a vehicle/train crash, in comparison to signalization, which improves safety dramatically, but does not eliminate it. A closure is also a better investment because a closure normally can be achieved for less cost than a signalization and requires minimum, if any maintenance.

Funding Source: Federal Highway Administration Funds - \$966,420; FY 2003 State Restricted Comprehensive Transportation Funds - \$200,000.

Commitment Level: This is an actual cost contract, based on estimated costs.

Risk Assessment: If the contract is not awarded, there will be no reduction in the number of private grade crossings, nor the lowering of the potential risk factors (less crossings, less chances) for a vehicle/train crash. The removal of private crossings is especially important due to many crossings with limited sight distances and usage by large, heavy, slow moving farm machinery.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable and comparable to projects of similar nature. The cost reduction for MDOT will be realized at each location closed, since there will be no future costs for the installation of signals or future maintenance of same.

New Project Identification: This is not a new project. This amendment will provide for the continuation of the private grade crossing closing program and provides funding for same.

123. MULTI-MODAL - Time Extension

Amendatory Contract (99-0623/A2) between MDOT and the City of Detroit (DDOT) will extend the contract term by one year. The original contract provides State matching funds to DDOT's FY 1999 Federal Section 5307 grant. Project items include the purchase of replacement buses, preventive maintenance, transit enhancement, facilities improvements, planning and engineering services, communications equipment, and fare collection/enhancement equipment. The extension is requested because DDOT has decided to accumulate funding from various Federal Transit Administration grants to adequately fund the extensive repairs required on its facilities. The revised contract term will be September 13, 1999, through September 12, 2004. The total cost of the project remains unchanged at \$25,195,208. Source of Funds: Federal Transit Administration Funds - \$20,156,166; FY 1999 and FY 2000 State Restricted Comprehensive Transportation Funds - \$5,039,042.

Purpose/Business Case: Provides state funding for the purchase of replacement buses, preventive maintenance, transit enhancement, facilities improvements, planning and engineering services, communications equipment, and fare collection/enhancement equipment.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration - \$20,156,166; FY 2003 State Restricted Comprehensive Transportation Funds - \$5,039,042.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not doing this is the potential loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new construction project.

124. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0460/A2) between MDOT and the City of Adrian will extend the contract term by two years as the agency requires additional time to complete the project. The original contract provides State matching funds to Adrian's FY 2000 Federal Section 5309 Program grant to provide for construction costs for a new transit facility and to purchase buses. Adrian has experienced difficulty in acquiring land for the facility. The city recently acquired a parcel of undeveloped property, but it will take time to develop the land with the necessary infrastructure to make it suitable for facility construction. The revised contract term will be January 18, 2001, through January 17, 2006. The total contract amount remains unchanged at \$490,649. Source of Funds: Federal Transit Administration Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Purpose/Business Case: Extends the contract term by two years to provide for construction costs for a new transit facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$392,519; FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$98,130.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new construction project.

125. *MULTI-MODAL - Increase Scope and Amount

Amendatory Contract (2000-0787/A5) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide additional funding of \$800,000 for the installation of 9,000 railroad crossties to be placed on Amtrak trackage between Niles and New Buffalo. The project will include labor, equipment, and materials necessary for the removal of substandard cross ties and the installation of new cross ties, along with resurfacing and realigning of the tracks. The original contract provides funding for grade crossing warning device replacement and upgrade, continuous welded rail installation on controlled sidings, cross tie installation and track surfacing, the purchase and installation of a high-speed, high-tech turnout, and an engineering study for connecting track at west Detroit. This project is undertaken in a continuous effort to increase safety and decrease travel times on the Federally-designated Detroit to Chicago high speed rail corridor. The revised total contract amount will be \$4,782,958. The contract term remains unchanged, September 13, 2000, through September 30, 2004. Source of Funds: FY 2000, FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$4,782,958.

Purpose/Business Case: This is a cooperative effort between MDOT and Amtrak to maintain a Class VI Railroad, in accordance with the Federal Railroad Administration (FRA) guidelines. Class VI trackage requires a stricter crosstie maintenance and replacement program for trackage with a maximum operating speed of 110 miles per hour.

Benefit: The benefit of a continuous maintenance plan is that retaining a constant conditioning of the trackage avoids long stretches of trackage falling to a level that mandates slower train speeds. Instead of waiting until a large number of crossties need to be replaced to maintain FRA specifications, this plan continuously replaces the fastest deteriorating crossties, so that the entire mainline continues to meet the required standards for 110 miles per hour. Continual, quality improvements of shorter track distances avoids slowing or shutting down a long stretch of trackage for major repairs, which requires much more equipment, materials and man hours to return the track to the higher standards.

Funding Source: FY 2000, FY 2002, and FY 2003 State Restricted Comprehensive Transportation Funds - \$4,782,958.

Commitment Level: This is an actual cost contract, based on estimated costs.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the crosstie and track conditions could regress to a condition that would require slow orders to be invoked, increasing travel time for the passenger trains and likely increased costs to return the trackage to the desired standards.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable and comparable to projects of similar nature. The cost reduction for MDOT will be the result of continuing with smaller, less costly improvements, rather than allowing track conditions to deteriorate to levels that cause more drastic and much costlier repairs.

New Project Identification: This is not a new project. This amendment will provide for the additional improvements mentioned above and provides funding for same.

126. MULTI-MODAL - Decrease Amount

Amendatory Contract (2001-0485/A1) between MDOT and the City of Kalamazoo will decrease the total funds by \$17,874 and will adjust funding to reflect actual costs. The reduction in the federal and local funding is a result of Kalamazoo deobligating funds from completed projects. The federal funds will be reobligated to the City of Kalamazoo's FY 2003 Federal Section 5307 Program. The original contract provides State matching funds for Kalamazoo's FY 2001 Federal Section 5307 Capital Program grant. The contract term remains unchanged, February 9, 2001, through February 8, 2004. The revised total contract amount will be \$605,964. Source of Funds: Federal Transit Administration Funds - \$484,771; FY 2001 State Restricted Comprehensive Transportation Funds - \$117,768; City of Kalamazoo Funds - \$3,425.

Purpose/Business Case: To decrease the federal and local funding and adjust funding to reflect actual costs.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$484,771; FY 2001 State Restricted Comprehensive Transportation Funds - \$117,768; City of Kalamazoo Funds - \$3,425.

Commitment Level: Contract based on estimates.

Risk Assessment: The risks of not approving this amendment are that Federal funds will be inappropriately retained and unable to be used for needed transit improvements.

Cost Reduction: Federal and local shares are being reduced. Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for a reduction to contract amount.

127. *MULTI-MODAL - Increase Amount, Expand Scope and Extend Completion Date

Amendatory Contract (2001-0639/A2) between MDOT and Grand Trunk Western Railroad (GTW) will expand the scope of a grade separation feasibility study to include an environmental assessment, add funding of \$873,549 for the additional work, extend the completion date by 47 months to December 1, 2007, and remove contract provisions that are no longer necessary. The additional Federal funds (TEA-21 Section 1119) will be \$715,000 and the additional local match supplied by GTW will be \$158,549. The original contract provides for a feasibility study of a rail grade separation to the railroad entrance along the Canadian border at Port Huron. The contract term remains unchanged, from August 24, 2001, until the last obligation between the parties has been fulfilled. The revised total contract amount will be \$1,264,508. Source of Funds: Federal Highway Administration Funds - \$1,035,000; GTW Funds - \$229,508.

Purpose/Business Case: The contract amendment will expand the scope of work to include an environmental assessment, extend the time for completion, and increase funding for a feasibility study of a rail grade separation to the railroad entrance along the Canadian border at Port Huron.

Benefit: This feasibility and environmental study is a prerequisite to the construction of a highway/railroad grade separation. If the project is approved for construction the grade separation would eliminate severe traffic congestion, reduce the risk of car/train accidents and improve emergency response. The overall benefit would be improved public safety, greater mobility, and enhanced land use options.

Funding Source: Federal Highway Administration Funds - \$1,035,000; GTW Funds - \$229,508.

* Denotes a non-standard contract/amendment

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not including the environmental study in the scope of work would result in the loss of \$715,000 in Federal funds and \$158,549 in local match. The environmental study is a required component of the analysis and, without it, the grade separation could not be built with or without Federal participation.

Cost Reduction: At MDOT's request, GTW agreed to provide the entire local match of \$229,508. The department's only financial obligation is for those administrative costs associated with serving as a pass through agency for federal funds.

New Project Identification: This is not a new construction project.

128.-159. MULTI-MODAL - Section 5311 Capital

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide funding for capital items under the FY 2003 Federal Transit Administration (FTA) Section 5311 Capital Program grant. The effective dates of the authorizations will be the effective date of the Federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,589,487. The term of the Master Agreement for St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This Master Agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,071,590; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$516,141; ALTRAN Transit Authority Funds - \$406; Branch Area Transit Authority Funds - \$1,100; Yates Township Funds - \$250.

Purpose/Business Case: Provides for funding for capital items under the FY 2003 FTA Section 5311 Capital Program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,071,590; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$516,141; ALTRAN Transit Authority Funds - \$406; Branch Area Transit Authority Funds - \$1,100; Yates Township Funds - \$250.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of transit equipment and buses, and facility improvements and construction.

Master Agreement/ <u>Authorization</u>		<u>Agency</u>	<u>Description</u>	<u>Total</u>
128.	2002-0002/Z4	Adrian, City of	New Facility	\$150,000
129.	2002-0004/Z7	Alma, City of	Radio Upgrade	\$71,500
130.	2002-0006/Z10	ALTRAN Transit Authority (Alger County)	Facility Improvement, Tools Trolley Rehab, Office Equipment, Computer Equipment, Communication Equipment	\$75,000

131.	2002-0012/Z12	Bay Area Transp. Authority (Grand Traverse County)	Facility Improvement	\$37,500
132.	2002-0018/Z7	Berrien County Board of Commissioners	(1) Bus Maintenance and Office Equipment	\$98,000
133.	2002-0021/Z10	Branch Area Transit Authority (Branch County)	Computer Systems and Equipment Maintenance and Office Equipment	\$41,000
134.	2002-0023/Z6	Cadillac/Wexford. Transit Authority	Miscellaneous Bus Equipment	\$32,000
135.	2002-0026/Z4	Cass County Transp. Authority	Communication Equipment (1) Bus	\$70,000
136.	2002-0029/Z6	Clare County Commissioners	Bus Equipment Communication Equipment Facility Equipment	\$43,800
137.	2002-0031/Z6	Delta Area Transit Authority (Delta Co.)	(1) Bus	\$55,000
138.	2002-0035/Z8	Eastern Upper Peninsula Transp. Authority (Chippewa Co.)	Facility Improvement	\$40,000
139.	2002-0038/Z4	Gladwin Co. Board of Commissioners	Van	\$44,500
140.	2002-0039/Z4	Gogebic Co. Transit	(1) Bus	\$60,000
141.	2002-0042/Z5	Greenville, City of	(1) Bus	\$90,000
142.	2002-0047/Z5	Huron County Board of Commissioners	Facility Updates	\$40,000
143.	2002-0048/Z5	Interurban Transit Authority (Allegan County)	(1) Bus	\$48,207
144.	2002-0051/Z5	Ionia Area Transp. Authority	(1) Bus	\$45,000
145.	2002-0053/Z7	Isabella County Transp. Comm.	Maintenance Equipment Video Surveillance Cameras	\$199,750
146.	2002-0056/Z7	Kalamazoo County Bd. of Comm.	(1) Bus	\$37,500
147.	2002-0057/Z4	Kalkaska Public Transit Authority	(2) Buses	\$192,745
148.	2002-0063/Z3	Manistee County Bd. of Comm.	Facility Renovation Service Vehicle	\$60,000
149.	2002-0064/Z10	Marquette County Transit Authority	Copier (1) Bus	\$100,000
150.	2002-0069/Z7	Midland County Bd. of Commissioners	(4) Buses	\$206,710
151.	2002-0077/Z4	Ontonagon County Bd. of Comm.	(1) Bus	\$48,420
152.	2002-0097/Z3	Osceola County Bd. of Comm.	(1) Truck	\$31,250

* Denotes a non-standard contract/amendment

153.	2002-0079/Z6	Otsego County Bd. of Comm.	(1) Bus	\$85,945
154.	2002-0081/Z4	Roscommon County Bd. of Comm.	Replacement Generator	\$25,000
155.	2002-0085/Z6	Schoolcraft County Bd. of Comm.	New Facility (1) Minivan (4) Buses	\$242,340
156.	2002-0086/Z9	Shiawassee Area Transp. Agency	Maintenance Equipment (1) Bus	\$84,920
157.	2002-0693/Z3	St. Joseph Transp. Authority	Communication System Maintenance Equipment Paint Buses	\$60,000
158.	2002-0092/Z6	Van Buren County Bd. of Comm.	(2) Buses	\$148,400
159.	2002-0093/Z8	Yates Township	Office Equipment Maintenance Equipment	\$25,000

160.-165. MULTI-MODAL - Section 5309

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide funding for capital items under the FY 2003 Federal Transit Administration (FTA) Section 5309 Program grant. The effective dates of the authorizations will be the effective date of the Federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the authorizations will be \$669,769. The terms of the Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$535,815; FY 2002 State Restricted Comprehensive Transportation Funds - \$133,954.

Purpose/Business Case: Provides funding for the purchase of transit vehicles for six eligible transit agencies.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$535,815; FY 2002 State Restricted Comprehensive Transportation Funds - \$133,954.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides funding for ten new transit vehicles.

	<u>Master Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
160.	2002-0006/Z11	ALTRAN Transit Authority (Alger County)	(2) Buses	\$172,755
161.	2002-0027/Z6	Charlevoix County Board of Commissioners	(4) Buses	\$197,060
162.	2002-0031/Z7	Delta Area Transit Authority (Delta County)	(1) Bus	\$88,035

* Denotes a non-standard contract/amendment

163.	2002-0036/Z7	Eaton County Transportation Authority	(1) Bus	\$86,705
164.	2002-0097/Z5	Osceola County Board of Commissioners	(1) Bus	\$77,830
165.	2002-0079/Z7	Otsego County Board of Commissioners	(1) Bus	\$47,384

166.-174. MULTI-MODAL - Project Zero

The following Project Authorization Revisions under Master Agreements between MDOT and the following agencies will adjust the FY 2003 funding for enhanced public transportation services as requested for Project Zero clients. The original authorizations provide State funding to transit agencies under the Project Zero Program. These adjustments will move funding from agencies where it will not be fully utilized to agencies that have greater needs than anticipated. MDOT provides 50 percent of the operating costs and the Family Independence Agency (FIA) and the Michigan Department of Career Development (MDCD) each provide 25 percent of the operating costs. The terms of the authorizations remain unchanged, October 1, 2002, through September 30, 2003. The revised total cost of the authorizations will be \$658,453. The terms of the Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$329,227; FIA Funds - \$170,861; MDCD Funds - \$158,365.

Purpose/Business Case: Provides for adjustments to funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increase public transportation services.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$329,227; FIA Funds - \$170,861; MDCD Funds - \$158,365.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these revisions would be the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: These are not new Project Zero services.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDCD</u>	<u>FIA</u>	<u>Total</u>
166.	2002-0006/Z6/R1	ALTRAN Transit Authority (Alger County)	35,366	11,435	23,931	70,732
167.	2002-0012/Z8/R1	Bay Area Transp. Authority (Grand Traverse County)	45,000	22,500	22,500	90,000
168.	2002-0024/Z6/R1	Capital Area Transp. Authority (Clinton County)	30,750	15,375	15,375	61,500
169.	2002-0029/Z4/R1	Clare Co. Bd. of Commissioners	31,318	15,659	15,659	62,636
170.	2002-0035/Z6/R1	Eastern Upper Peninsula Transp. Authority (Luce County)	25,750	12,875	12,875	51,500
171.	2002-0055/Z3/R1	Kalamazoo, City of	42,500	21,250	21,250	85,000
172.	2002-0058/Z3/R1	Key Opportunities, Inc. (Hillsdale County)	47,000	23,500	23,500	94,000
173.	2002-0073/Z3/R1	Newaygo County BOC	23,917	11,958	11,958	47,833
174.	2002/0086/Z6/R1	Shiawassee Area Transp.	47,626	23,813	23,813	95,252

175. MULTI-MODAL - Section 5309

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) in Ingham County will increase the State match by \$6,250, reduce the local match by \$6,250, and adjust the scope of the project. The original authorization provides State matching funds for CATA's FY 2002 Federal Section 5309 Program grant. The original line item for a facility study is being changed to provide for the design and engineering of CATA's facility renovation and expansion project. MDOT provides a 10 percent match for facility studies but provides a 20 percent match for design and engineering activities, thereby resulting in an increase in State funds and a decrease in local funds. The term of the authorization remains unchanged, July 11, 2002, through July 10, 2005. The total cost of the authorization remains unchanged at \$2,775,000. The term of the Master Agreement is from October, 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,220,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$540,000; CATA Funds - \$15,000.

Purpose/Business Case: Will provide for an increase in the State match by \$6,250, a reduction in the local match of \$6,250, and a change in the scope of the project.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,220,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$540,000; CATA Funds - \$15,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this revision would be inequitable local participation in the project.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for design and engineering activities, farebox replacement, purchase of up to four transit buses and a transit busway study.

176. MULTI-MODAL - Section 5309

Project Authorization (Z12) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) in Lansing will provide State matching funds to CATA's FY 2003 Federal Section 5309 Program grant for the renovation and expansion of CATA's maintenance facility. The effective date of this authorization is July 7, 2003, and the authorization will be in effect for three years. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$1,239,055. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of funds: Federal Transit Administration Funds - \$991,244; FY 2002 State Restricted Comprehensive Transportation Funds - \$247,811.

Purpose/Business Case: Provides for renovation and expansion of maintenance facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$991,244; FY 2002 State Restricted Comprehensive Transportation Funds - \$247,811.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of Federal funds for the renovation of CATA's maintenance facility.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

177. MULTI-MODAL - Reduce Amount and Change in Scope

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit (DDOT) will reduce the authorization amount by \$2,000,000 in State funds and change the scope of the project. DDOT has deobligated a portion of the funding for the construction of a downtown transit center and shifted part of the funding to other line items. The transit center will cost less than anticipated, and the deobligated funds will be obligated to another grant for needed facility renovations. The original authorization provides State matching funds for DDOT's FY 2002 Federal Section 5307 Program grant. The authorization term remains unchanged, June 13, 2002, through June 12, 2005. The revised authorization amount will be \$21,828,105. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$17,462,484; FY 2003 State Restricted Comprehensive Transportation Funds - \$4,365,621.

Purpose/Business Case: Reduces authorization by \$2,000,000 in State funds and changes scope to match DDOT'S approved federal grant, which provides funding for facilities improvements, preventive maintenance, communication equipment, engineering services, transit enhancement engineering/design services, rehabilitation/rebuild light rail trolleys and trolley tracks, rehabilitation/rebuild wheelchair lifts, rehabilitation/rebuild buses, and the purchase of service/support equipment.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$17,462,484; FY 2003 State Restricted Comprehensive Transportation Funds - \$4,365,621.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this authorization is the loss of \$2,000,000 in State funds, which could otherwise be programmed elsewhere.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for a decrease to original authorization amount and adjusts scope. Original authorization provides for purchase of equipment, facilities improvements and the rehabilitation or rebuild of trolley cars, rails, and transit buses.

178.-183. MULTI-MODAL - Project Zero

The following Project Authorization Revisions under Master Agreements between MDOT and the following agencies will adjust the FY 2003 funding for enhanced public transportation services as requested for Project Zero clients. The original authorizations provide State funding to transit agencies under the Project Zero Program. These adjustments will move funding from agencies where it will not be fully utilized to agencies that have greater needs than anticipated. MDOT provides 50 percent of the operating costs and the Family Independence Agency (FIA) and the Michigan Department of Career Development (MDCD) each provide 25 percent of the operating costs. The terms of the authorizations remain unchanged from October 1, 2002, through September 30, 2003. The revised total amount of the authorizations will be \$1,972,425. The term of the Master Agreements is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$986,213; FIA Funds - \$493,106; MDCD Funds - \$493,106.

Purpose/Business Case: Provides for adjustments to funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increase public transportation services.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$986,213; FIA Funds - \$493,106; MDCD Funds - \$493,106.

* Denotes a non-standard contract/amendment

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these revisions would be the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: These are not new Project Zero services.

	Master Agreement/ Authorization	Agency	MDOT	MDCD	F IA	Total
178.	2002-0024/Z5/R1	Capital Area Transportation Authority (Ingham County)	135,000	67,500	67,500	270,000
179.	2002-0049/Z6/R1	Interurban Transit Partnership (Kent County)	79,346	39,673	39,673	158,692
180.	2002-0054/Z4/R1	City of Jackson Transportation Authority	32,814	16,407	16,407	65,628
181.	2002-0060/Z5/R1	Livingston County Board of Commissioners	25,000	12,500	12,500	50,000
182.	2002-0066/Z8/R1	Mass Transportation Authority (Genesee County)	639,053	319,526	319,526	1,278,105
183.	2002-0067/Z5/R1	Mecosta County Board of Commissioners	75,000	37,500	37,500	150,000

184.-185. MULTI-MODAL - Section 5311 Capital

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide funding for capital items under the FY 2003 Federal Transit Administration (FTA) Section 5311 Capital Program grant. The effective dates of the authorizations will be the effective date of the Federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$716,890. The terms of the Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$573,512; FY 2004 State Restricted Comprehensive Transportation Funds - \$143,378.

Purpose/Business Case: Provides for funding for capital items under the FY 2003 FTA Section 5311 Capital Program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$573,512; FY 2004 State Restricted Comprehensive Transportation Funds - \$143,378.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for facility expansion and the purchase of transit equipment.

- | | Master Agree./
Auth. Number Agency | Description | Total |
|------|--|--|-----------|
| 184. | 2002-0036 Z6 Eaton County Transportation Authority | Facility Expansion | \$426,390 |
| 185. | 2002-0061 Z8 Ludington Mass Transportation Authority | Radio Equipment
Maintenance Equipment
Facility Equipment
Paving, Fencing, Washbay | \$290,500 |
| 186. | <p><u>MULTI-MODAL - Section 5309</u>
 Project Authorization (Z10) under Master Agreement (2002-0041) between MDOT and the Greater Lapeer Transportation Authority will provide funding for seven transit vehicles under the FY 2003 Federal Transit Administration (FTA) Section 5309 Program grant. The effective date of the authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the authorization will be \$559,830. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$447,864; FY 2002 State Restricted Comprehensive Transportation Funds - \$111,966.</p> <p>Purpose/Business Case: Provides for the purchase of seven transit vehicles under the FY 2003 Section 5309 Program.</p> <p>Benefit: Increase public safety through improved transportation infrastructure.</p> <p>Funding Source: Federal Transit Administration Funds - \$447,864; FY 2002 State Restricted Comprehensive Transportation Funds - \$111,966.</p> <p>Commitment Level: Contract based on cost estimates.</p> <p>Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds.</p> <p>Cost Reduction: Grant amount is determined by FTA and is not negotiated.</p> <p>New Project Identification: Provides funding for seven new transit vehicles.</p> | | |
| 187. | <p><u>MULTI-MODAL - Section 5307 Capital</u>
 Project Authorization (Z2) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide State matching funds for Holland's FY 2003 Federal Section 5307 and Congestion Mitigation and Air Quality Program grant. Project items include the purchase of a 30-ft. bus, three vans, bus equipment, shop equipment, and communications equipment. The authorization will be in effect from June 6, 2003, through June 5, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the authorization will be \$286,500. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$229,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$57,300.</p> | | |

Purpose/Business Case: Provides for the purchase of a 30-ft. bus, three vans, bus equipment, shop equipment, and communication equipment to facilitate the continuation of efficient transit service.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$229,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$57,300.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

188. MULTI-MODAL - Intermodal Facility

Project Authorization (Z11) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will provide for construction of a new intermodal bus terminal in Grand Rapids. The authorization will be in effect from the date of award through three years. The total amount of the authorization will be \$2,374,778. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,374,778.

Purpose/Business Case: Provides state funding for construction of a new intermodal bus terminal in Grand Rapids.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,374,778.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not undertaking this project are that the terminal will not be built and there will not be improvements in the intermodal connections.

Cost Reduction: Construction will be competitively bid and awarded to the lowest responsive bidder.

New Project Identification: This is a new facility construction project.

189. MULTI-MODAL - Section 5309

Project Authorization (Z6) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will provide State matching funds to JTA's FY 2003 Federal Section 5309 Program grant for the construction of a utility building for bus washing, vehicle painting, and vehicle fueling. The authorization will be in effect from July 10, 2003, through July 9, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the authorization will be \$614,799. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$491,839; FY 2003 State Restricted Comprehensive Transportation Funds - \$122,960.

Purpose/Business Case: Provides for construction of a utility building for bus washing, vehicle painting, and vehicle fueling.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$491,839; FY 2003 State Restricted Comprehensive Transportation Funds - \$122,960.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of Federal funds to construct JTA's utility building.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new construction project.

190. MULTI-MODAL - Section 5307

Project Authorization (Z7) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will provide State matching funds to Jackson's FY 2003 Federal Section 5307 Program grant. Capital items include the purchase of bus equipment, shop equipment, automatic data processing (ADP) hardware and software, facility equipment, the rehabilitation/renovation of the administrative facility, the engineering and design of a maintenance facility, and the construction of a maintenance facility. The total amount of the authorization will be \$251,250. The authorization will be in effect from July 3, 2003, through July 2, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$201,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$50,125; City of Jackson Transportation Authority Funds - \$125.

Purpose/Business Case: Provides for State matching funds to Jackson's FY 2003 Section 5307 grant for the purchase of bus equipment, shop equipment, ADP hardware and software, facility equipment, the rehabilitation/renovation of the administrative facility, the engineering and design of a maintenance facility and the construction of a maintenance facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$201,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$50,125; City of Jackson Transportation Authority Funds - \$125.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this project is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This includes a new construction project for a maintenance facility, as well as the purchase of various transit equipment items.

191. MULTI-MODAL - Section 5311 Operating

Project Authorization (Z5) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2003. Payment to the local agency will not exceed 10.95 percent of its final eligible expenses. The authorization will be in effect from October 1, 2002, through September 30, 2003. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$162,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$162,000.

Purpose/Business Case: Provides Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2003.

Benefit: These federal funds help support the level of public transportation provided in nonurban areas.

Funding Source: Federal Transit Administration Funds - \$162,000.

* Denotes a non-standard contract/amendment

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding these projects are that Federal funds would be lost and the needed transit service may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides operating assistance funds for service that is provided from the urbanized area to the nonurbanized area of Kalamazoo.

192. MULTI-MODAL – Section 5311 Operating

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0056) between MDOT and the Kalamazoo County Board of Commissioners will add \$20,424 to Kalamazoo County's Federal Section 5311 Operating Assistance Program funds for nonurban public transportation services for fiscal year 2003 to correct the funding difference between the estimated and the actual cost allocation plans. The original authorization provides for Section 5311 operating assistance and was based on an estimated cost allocation plan for Kalamazoo County's urban and nonurban services. An approved cost allocation plan is now in place through which it has been determined that additional Section 5311 funds are due Kalamazoo County. The authorization term remains unchanged, October 1, 2002, through September 30, 2003. The revised total authorization amount will be \$37,520; payment to the Kalamazoo County Board of Commissioners will not exceed 10.95 percent of its final eligible expenses. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$37,520.

Purpose/Business Case: Increases Federal Section 5311 Operating Assistance Program funds for Kalamazoo County for nonurban public transportation services for FY 2003.

Benefit: These federal funds help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$37,520.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this revision is that Federal funds would be lost and the needed transit service may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides additional operating assistance funding to an existing provider.

193. MULTI-MODAL - Section 3037 Job Access

Project Authorization (Z13) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Genesee County will provide State matching funds for the MTA's Federal Section 3037 Job Access/Reverse Commute Program grant. This program provides extensive work-related transportation to employers in Oakland and Livingston Counties, as well as various employment sites within Genesee County. The authorization will be in effect from October 1, 2002, through September 30, 2004. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$2,080,408. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,040,204; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,040,204.

Purpose/Business Case: Provides extensive work-related transportation to employers in Oakland and Livingston counties, as well as various employment sites within Genesee County.

Benefit: Increased transportation to work services.

* Denotes a non-standard contract/amendment

Funding Source: Federal Transit Administration Funds - \$1,040,204; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,040,204.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not providing this authorization is that \$1 million in Federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides funding for transportation to work services.

194. MULTI-MODAL - Section 5309

Project Authorization (Z12) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will provide State matching funds to SMART's FY2003 Federal Section 5309 Program grant for facility renovations, security system upgrades, paratransit technology upgrades, digital voice announcer/automatic vehicle locator upgrades and the purchase of up to three replacement buses (for Monroe). The authorization will be in effect from July 11, 2003, through July 10, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$4,303,594. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,442,875; FY 2002-FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Purpose/Business Case: Provides State matching funds for facility renovations, security system upgrades, paratransit technology upgrades, digital voice announcer/automatic vehicle locator upgrades, and the purchase of up to three replacement buses (for Monroe).

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,442,875; FY 2002-FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of up to three new replacement transit buses, as well as facility renovations and equipment upgrades.

195. *MULTI-MODAL - Freight Preservation and Development

Contract (2003-0141) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding for a loan to be used as debt service reserve for the repayment of revenue bonds issued by the DWCPA. The DWCPA will issue revenue bonds that will be used to pay off existing bonds issued by the Detroit Port Development Corporation and to acquire the leasehold interests of a freight port facility from Detroit Marine Terminal. The facility is located at Clark Street and West Jefferson Avenue in Detroit. The loan funds provided by this contract will be held in escrow as a portion of the required debt service reserve for the repayment of the bond issue. Per the contract terms, the loan will be repaid in its entirety within thirty days of the completion of DWCPA's obligations under the bond issue. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the loan has been fully repaid, or until the contract is terminated. The total contract amount will be \$500,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$500,000.

Purpose/Business Case: To provide a loan to the DWCPA to be used as debt service reserve for the repayment of revenue bonds issued by the DWCPA and for the acquisition of the leasehold interests for a freight port facility in Detroit.

Benefit: Permits the continued operation of this freight terminal within the City of Detroit, which is one of only two operating within the broader "Port of Detroit." The new shipping operator will bring worldwide marine trade experience and aggressive marketing to the Port of Detroit.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$500,000.

Commitment Level: The contract amount is based on a portion of the required amount of debt service reserve.

Risk Assessment: The risk of not providing this loan is that the DWCPA will not be able to meet the required debt service reserve and, therefore, will not be able to proceed with the project.

Cost Reduction: All interest proceeds from the escrow account established from this loan will be returned to MDOT on a quarterly basis.

New Project Identification: This is not a new construction project.

196. *MULTI-MODAL - Rail Passenger Services

Contract (2003-0193) between MDOT and the Grand Valley Metropolitan Council (GVMC), located in Grand Rapids, will provide funding for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago route). The purpose of this marketing program is to increase ridership and revenues for this rail service. GVMC is acting as an agent for Westrain Collaborative, an organization created at the direction of the State Transportation Commission, comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$112,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds- \$100,800; GVMC Funds - \$11,200.

Purpose/Business Case: Provides funds to the Grand Valley Metropolitan Council for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago route).

Benefit: The benefit of this marketing program is to increase public awareness of rail service in West Michigan. This promotion is utilized to increase the ridership and revenues of this service. These increases result in reduced operating subsidy to Amtrak.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$100,800; GVMC Funds - \$11,200.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not performing this activity may result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: The Westrain Collaborative has received the same annual funding amount since FY 1998.

New Project Identification: This is a new year of funding for this project. A new aspect of this contract identifies GVMC as the agent for Westrain and GVMC is the recipient of the funds. In the past, the Interurban Transit Partnership (ITP), located in Grand Rapids, handled this project's administrative duties and received the funding.

197. *MULTI-MODAL - Section 5309 Revenue Grant

Contract (2003-0234) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$5,168,246 in Federal funds to the State. The funds will be used for the purchase of vehicles and equipment and for the rehabilitation and construction of facilities for eligible urbanized and nonurbanized transit agencies participating in the FY 2003 Section 5309 Program. State matching funds in the amount of \$1,292,061 have been committed. The effective date of the grant is July 29, 2003, and the grant will be in effect for three years. The grant is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total contract amount will be \$6,460,307. Source of Funds: Federal Transit Administration Funds - \$5,168,246 FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,292,061.

Purpose/Business Case: Provides Federal Section 5309 capital funds to purchase vehicles and equipment, and to rehabilitate/construct facilities for eligible urbanized and nonurbanized transit agencies.

Funding Source: Federal Transit Administration Funds - \$5,168,246 FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,292,061.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding these projects is that Federal funds would be lost and the needed transit improvements may not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Includes new facility construction.

198. *MULTI-MODAL – Section 5313

Contract (2003-0328) between MDOT and the Northeast Michigan Council of Governments will provide State matching funds to a Federal Section 5313 Program grant for the development of Phase 1 of a Transportation Coordination Plan for Emmett County. The contract will be in effect from April 14, 2003, the effective date of the Federal grant, through April 13, 2005. The contract is retroactive due to the effective date matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total contract amount will be \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: Will provide for the development of Phase 1 of a Transportation Coordination Plan for Emmet County.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this contract are that Federal funds will be lost and the need for transit services will not be explored.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the first phase of a transportation coordination plan.

199. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2003-0494) between MDOT and the Luce County Economic Development Corporation (EDC) will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of 3,709 feet of new track (and one turnout) into Luce County Industrial Park. This project will enable a public log loading yard, currently located in a residential neighborhood within the Village of Newberry, to relocate to the industrial park and will allow the company, now shipping by truck, to use rail. The log loading yard will also realize transportation cost savings from using rail. In addition, an existing manufacturing company will be able to receive magnesium shipments directly from the west coast using rail. The magnesium is currently shipped to Detroit by rail and is then trucked to Luce County. The company will benefit from having lower transportation costs, which together with the planned establishment of a foreign trade zone, will allow them to expand. It will also reduce truck traffic over the Mackinac Bridge. The contract, including the loan payback period of ten (10) years, will be in effect from the date of award until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total cost of the project will be \$647,000 and will include crossing and signal work and rehabilitation of existing track. Luce County EDC anticipates that the expansion potential for the existing companies, together with additional business currently being recruited, will create an additional 34 jobs in the county. The total contract amount, which includes only the construction of the new track, will be \$220,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds: \$198,000; Luce County EDC Funds - \$22,000.

Purpose/Business Case: This contract will provide a loan for the construction of 3,709 feet of track into the Luce County Industrial Park.

Benefit: The residents of the Village of Newberry will not have to endure the nuisance, i.e., noise, vibration, etc. of having a log loading yard in their neighborhood, and the loggers will be able to extend their hours of operation, now restricted by the Village. An existing logging company will be able to ship by rail saving transportation costs. An existing manufacturing company will be able to receive magnesium shipments directly from the west coast using rail. As such, the company will realize transportation cost savings and be able to expand their business in which they manufacture consoles and steering wheels. This expansion is expected to result in an addition ten jobs in Luce County.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds: \$198,000; Luce County EDC Funds - \$22,000.

Commitment Level: The contract cost is based on an estimate. Work will be competitively bid.

Risk Assessment: If the project is not funded by MiRLAP, it will not move forward unless another source of funding is found. The benefits listed above will not be realized.

Cost Reduction: The Luce County EDC will award the project to the lowest bidder. In addition, MiRLAP requires the railroad to contribute its matching share of project costs before any reimbursements are made.

New Project Identification: New construction project.

200. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2003-0495) between MDOT and the Tuscola & Saginaw Bay Railway Company, Inc. will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the replacement of the existing system for the fueling of locomotives with an environmentally sound system, the rehabilitation of the railroad's fuel track, the replacement of the existing outdated scale with a new scale, the replacement of ties on the scale track, and the provision of construction management and preliminary engineering costs. All work will take place at the railroad's shop area in Owosso between mileposts 106 and 107. This project will allow the railroad to continue fueling locomotives at its facility in Owosso. The Michigan Department of Environmental Quality (DEQ), using "brownfield" money, is removing the old fueling system to complete remediation of the site. Because this is the only fueling facility on the rail system, the railroad must install a new fueling system to continue operations. The existing scale is old and unreliable; it requires expensive repairs to keep functioning. A new scale will allow the railroad to provide better service to its customers. Rehabilitating the fuel track and replacing ties on the scale track will contribute to operational efficiencies. The term of the contract, including the loan payback period of ten (10) years, will be in effect from the date of award until one year after the last obligation between the parties has been fulfilled, until the loan has been repaid, or until the contract is terminated. The total cost of the contract will be \$371,074. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$333,967; Tuscola & Saginaw Bay Railway Company Funds - \$37,107.

Purpose/Business Case: The contract will provide financial assistance for the replacement of the existing system for the fueling of locomotives with an environmentally sound system, the rehabilitation of the railroad's fuel track, the replacement of the existing outdated scale with a new scale, the replacement of ties on the scale track, and the provision of construction management and preliminary engineering costs.

Benefit: This project will allow the railroad to take advantage of DEQ's environmental clean-up and to continue fueling locomotives at its facility in Owosso, the only fueling facility on the line. A new scale will allow the railroad to provide better service to its customers, since weights will be accurate and delays can be avoided. Rehabilitating the fuel track and replacing ties on the scale track will contribute to operational efficiencies.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$333,967; Tuscola & Saginaw Bay Railway Company Funds - \$37,107.

Commitment Level: The cost is based on estimates.

Risk Assessment: The risk of not undertaking the project would be the loss of using "brownfield" funding to clean up the site and the loss of the railroad's ability to fuel locomotives. If the company does not undertake this project, its customer service will deteriorate and its operating costs will increase. The company will either have to continue making expensive repairs to the scale or contract out weighing customers' cars.

Cost Reduction: Eligible costs will be reimbursed only after the railroad has contributed its matching share of project costs.

New Project Identification: The fueling system and scale are new projects.

201. *MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2003-0496) between MDOT and Wayne Industries, Inc., located in Wayne, Michigan, will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the repair of the existing rail system on the company's property. The project includes the removal and reconstruction of approximately 194 linear feet of existing track. Wayne Industries operates a major steel warehouse, located at the intersection of the CSX and the Norfolk Southern main lines, receives over 7,000 rail cars annually and delivers steel to the automotive stamping plants. The project will improve the company's operating efficiency and reduce the likelihood of service interruption. The term of the contract, including the loan payback period of ten (10) years, will be in effect from the date of award until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The total cost of the contract will be \$83,275. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$74,947; Wayne Industries, Inc., Funds - \$8,328.

Purpose/Business Case: The contract will provide a loan for the repair of the existing rail system on the company's property. The project includes the removal and reconstruction of approximately 194 linear feet of existing track.

Benefit: The state's economy will benefit from this project because it contributes to on time delivery of steel to the automotive stamping plants for their "just in time program." Repairs to the rail infrastructure also will enhance safety.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds: \$74,947; Wayne Industries, Inc. Funds - \$8,328.

Commitment Level: The cost is based on cost estimates; however, contract language limits the state's participation to the loan amount specified.

Risk Assessment: If the project is not undertaken, the rail system on Wayne Industries' property will continue to erode, impacting efficiency and safety.

Cost Reduction: Eligible costs will be reimbursed only after the railroad has contributed its matching share of project costs.

New Project Identification: Not a new construction project.

202. *MULTI-MODAL - Section 5309

Contract (2003-0518) between MDOT and the Chelsea Area Transportation System will provide funding for the purchase of two buses and five vans under the FY 2003 Federal Transit Administration (FTA) Section 5309 Program grant. The effective date of the contract will be July 7, 2003, and the contract will be in effect for three years. The contract is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the contract will be \$324,614. Source of Funds: Federal Transit Administration Funds - \$259,691; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,923.

Purpose/Business Case: Provides for the purchase of two buses and five vans under the FY 2003 FTA Section 5309 Program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$259,691; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,923.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of 7 transit vehicles.

203.-222. MULTI-MODAL - Section 5310

Contracts between MDOT and the following agencies will provide funding for the purchase of vehicles and related equipment under the FY 2003 Federal Transit Administration Section 5310 Program grant. The contracts are funded at 80 percent Federal and 20 percent State match. The effective dates of the contracts will be the effective date of the Federal grant, and the contracts will be in effect for three years. The contracts may be retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the contracts will be \$1,832,850. Source of Funds: Federal Transit Administration Funds - \$1,466,280; FY 2003 State Restricted Comprehensive Transportation Funds - \$366,570.

Purpose/Business Case: Will provide for the purchase of transportation vehicles and vehicle related equipment for 19 private, nonprofit organizations, and one public transit agency.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,466,280; FY 2003 State Restricted Comprehensive Transportation Funds - \$366,570.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
203.	2003-0529	Allegan County Community Mental Health	(1) Van Computer Equipment	\$ 30,500
204.	2003-0530	Allegan County Resource Development Committee, Inc.	(3) Buses	\$144,565
205.	2003-0531	Baraga-Houghton-Keweenaw Community Action Agency	(1) Bus	\$ 44,275
206.	2003-0532	Benzie County Elders, Inc.	Bus garage	\$ 57,500
207.	2003-0536	City of Detroit	(4) Buses (1) Van Computer equipment	\$215,085
208.	2003-0540	Huron County Transit Corporation	(2) Buses	\$186,480
209.	2003-0549	Pioneer Resources, Inc. (Muskegon County)	(1) Bus (3) Vans Communication equipment Maintenance equipment	\$243,190
210.	2003-0553	Thunder Bay Transportation Corp. (Alpena County)	(2) Buses Computer equipment Communication equipment	\$225,245
211.	2003-0557	Carman Ainsworth Senior Center (Genesee County)	(1) Van	\$ 25,475
212.	2003-0558	Community Integrated Recreation (Calhoun County)	(1) Van	\$ 40,800
213.	2003-0559	Community Action Agency of South Central Michigan, Inc. (Calhoun County)	(1) Van	\$ 34,275

214.	2003-0537	Hartland Senior Center (Livingston County)	(1) Bus	\$ 47,870
215.	2003-0541	Jewish Community Service (Genesee County)	(1) Bus	\$ 55,290
216.	2003-0542	Key Opportunities, Inc. (Hillsdale County)	(2) Vans Communication equipment Computer equipment	\$ 52,175
217.	2003-0544	Marian E. Burch Adult Day Care and Rehabilitation Center (Calhoun County)	(1) Bus	\$ 52,500
218.	2003-0545	Mecosta County Commission on Aging	(3) Vans	\$123,420
219.	2003-0547	Oceana County Council on Aging	(1) Bus (1) Van Computer equipment	\$ 83,775
220.	2003-0548	Oscoda County Area Transit Specialists	(1) Van Building improvements	\$ 33,230
221.	2003-0551	Senior Neighbors (Kent County)	(1) Bus	\$ 49,700
222.	2003-0555	UP Community Services, Inc. (Iron County)	Computer equipment First aid kits (1) Bus (1) Van	\$ 87,500

223.-226. MULTI-MODAL - Section 5310

Contracts between MDOT and the following agencies will provide funding for the purchase of vehicles and related equipment under the FY 2003 Federal Transit Administration Section 5310 Program grant. The contracts are funded at 80 percent Federal and 20 percent State match. The effective dates of the contracts will be the effective date of the Federal grant, and the contracts will be in effect for three years. The contracts may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the contracts will be \$1,956,726. Source of Funds: Federal Transit Administration Funds - \$1,565,381; FY 2003 State Restricted Comprehensive Transportation Funds - \$391,345.

Purpose/Business Case: Will provide for the purchase of transportation vehicles and vehicle related equipment for three private, nonprofit organizations, and one public transit agency.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,565,381; FY 2003 State Restricted Comprehensive Transportation Funds - \$391,345.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
223.	2003-0535	Clare County Transit Corp.	(4) Buses	\$346,000
224.	2003-0539	Hope Network, Inc. (Kent Co.)	(4) Buses	\$253,826
225.	2003-0543	Manistee County Transportation	(8) Buses	\$661,260
226.	2003-0552	Suburban Mobility Authority for Regional Transportation (SMART) (Southeast Michigan)	(8) Buses (4) Vans	\$695,640

227. *MULTI-MODAL - Revenue Grant

Contract ([2003-0560](#)) between MDOT and the Federal Railroad Administration (FRA) will provide funding for the installation of two innovative grade crossing warning devices. The first device is a raisable barrier system, which will be installed by National Intelligent Traffic Systems at a cost of \$257,542. The second device is a system of in-pavement lights, which will be installed by Rauhorn Electric, Inc., at a cost of \$134,040. This test project has been approved by the Federal Highway Administration (FHWA) and the FRA. The project will include installation and maintenance of the devices, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the devices and restoration of the roadways, when necessary. This test project is being conducted to study the new devices' effectiveness of eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. The contract will be in effect from the date of award by the FRA through two years. The FRA will provide up to \$150,000 in funding, but will not exceed 38.3061% of the total cost of the project. The total cost of the project will be \$391,582. Source of Funds: FRA Funds - \$150,000; FY 2002 State Restricted Trunkline Funds - \$241,582.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test two innovative grade crossing warning devices. The devices are to be tested for their effectiveness in deterring motorists from ignoring active warning devices and their operating reliability in Michigan's varied weather conditions.

Benefit: The federal approval allows MDOT to be the first in the nation to install and test a new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - \$150,000; FY 2002 State Restricted Trunkline Funds - \$241,582.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. The devices also have the potential of eliminating one of railroad safety's biggest offenders, "the gate runner," which could lead to a substantial reduction in crashes, injuries and fatalities. MDOT would also lose the federal grant monies, up to \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should these devices be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between federal, state and county agencies and the railroad, along with the vendors who will provide the final product and installation.

228. *MULTI-MODAL - Rail Passenger

Contract (2003-0562) between MDOT and Rauhorn Electric, Inc., will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Pierce Road in Sylvan Township, Washtenaw County. The device is a system of in-pavement lights to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, ~~interconnection with the existing railroad grade crossing warning devices~~, electrical power supply, video monitoring, and removal of the device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The contract will be in effect from the date of award by the FRA through two years. The total cost of the contract will be \$134,040. Source of Funds: FRA Funds - \$51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and the operating reliability in Michigan's varied weather conditions.

Benefit: The federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - 51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. This device also has the potential of eliminating one of railroad safety's biggest offenders, "the gate runner," which could lead to a substantial reduction in crashes, injuries and fatalities. MDOT would also lose the federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between federal, state, and county agencies and the railroad, along with the vendors who will provide the final product and installation.

229. *MULTI-MODAL - Rail Passenger

Contract (2003-0571) between MDOT and National Intelligent Traffic Systems will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Haggerty Road in Canton Township, Wayne County. The device is a raisable barrier system that will be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The contract will be in effect from the date of award by the FRA through two years. The total cost of the contract will be \$257,542. Source of Funds: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device will be tested for it's effectiveness in deterring motorists from ignoring active warning devices and the operating reliability in Michigan's varied weather conditions.

Benefit: The federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. The device also has the potential of eliminating one of railroad safety's biggest offenders, "the gate runner," which could lead to a substantial reduction in crashes, injuries and fatalities. MDOT would also lose the federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between federal, state, and county agencies and the railroad, along with the vendors who will provide the final product and installation.

230. MULTI-MODAL - Transit Planning and Research

Project Authorization (Z1) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority (DARTA) will provide State matching funds for DARTA's FY 2003 Federal Transit Administration (FTA) Transit Planning and Research grant. Project items include organizational development, authority administration, and/or transportation planning. The effective date of the authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the Master Agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. The total cost of the project will be \$434,656. Source of Funds: Federal Transit Administration Funds - \$347,725; FY 2003 State Restricted Comprehensive Transportation Funds - \$86,931.

Purpose/Business Case: Will provide State matching funds for DARTA's FY 2003 Federal Transit Administration (FTA) Transit Planning and Research grant.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$347,725; FY 2003 State Restricted Comprehensive Transportation Funds - \$86,931.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not doing this is the potential loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new construction project.

231. MULTI-MODAL - Transit Planning and Research

Project Authorization (Z2) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority (DARTA) will provide State matching funds for the proposed FY 2004 Federal Transit Administration and/or Federal Highway Administration grants for DARTA startup activities. Project items will include organizational development, authority administration, and/or transportation planning. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The total cost of the project will be \$565,345. The term of the Master Agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$452,276; FY 2003 State Restricted Comprehensive Transportation Funds - \$113,069.

Purpose/Business Case: Will provide State matching funds for the proposed FY 2004 Federal Transit Administration and/or Federal Highway Administration grants for DARTA startup activities.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$452,276; FY 2004 State Restricted Comprehensive Transportation Funds - \$113,069.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not doing this is the potential loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides funding for startup activities for the new Detroit Area Regional Transportation Authority.

232. *MULTI-MODAL - Freight Preservation and Development

Contract (2003-0590) between MDOT and the Huron and Eastern Railway Company, Inc., located in Vassar, will provide State funds to improve the rail infrastructure on a four-mile segment of the Caro Branch, Tuscola County. This segment of the State-owned railroad line is in need of ties, ballast, and surfacing. This work will upgrade the infrastructure and improve the operational efficiency of the railroad line. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$134,499. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds-\$134,499.

Purpose/Business Case: Provide State funding for infrastructure improvements to a four mile segment of the state owned railroad line, the Caro Branch. Work will include ties, ballast, and surfacing.

Benefit: Improved track conditions, operational efficiency and safety.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$134,499.

Commitment Level: Contract amount is based on estimates.

Risk Assessment: Failure to authorize the work will result in the loss of an opportunity to improve safety and track conditions, and to extend the useful life of the track.

Cost Reduction: The Huron & Eastern Railway is going to purchase the materials with MDOT funds and hire the labor to install it. They are also going to contribute labor and administration costs to contain costs.

New Project Identification: This is for a portion of the rehabilitation of the existing track.

233. *MULTI-MODAL - Section 5309 Revenue

Contract (2003-0617) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$259,691 in Federal Section 5309 funds to the State for the purchase of vehicles for one transit agency. The funds will be used for the purchase of two buses and five vans for Chelsea Area Transportation System. The effective date of the grant will be July 7, 2003, and the grant will be in effect for three years. The grant is retroactive due to the term matching the Federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total program amount will be \$324,614. Source of Funds: Federal Transit Administration Funds - \$259,691; FY 2003 State Restricted Comprehensive Transportation Funds - \$64,923.

Purpose/Business Case: Will provide Federal Section 5309 capital funding for the purchase of two buses and five vans for Chelsea Area Transportation.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$259,691; FY 2003 State Restricted Comprehensive Transportation Funds - \$64,923.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of seven transit vehicles.

234. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (99-0969/A2) between MDOT and the Manistee County Board of Commissioners will extend the contract term by one year to allow sufficient time for the project to be approved by the Michigan Department of Natural Resources (MDNR) Commission. The project involves a land transfer between the airport and MDNR. The land transfer is in the final stages but requires approval by the MDNR Commission. The original contract provides for the design of perimeter fencing at the Manistee County Airport in Manistee, Michigan. The revised contract term will be November 17, 1999, through November 16, 2004. The total contract amount remains unchanged at \$25,000. Source of Funds: State Restricted Aeronautics Funds - \$22,500; Manistee County Funds - \$2,500.

Purpose/Business Case: The project is a land transfer between the Manistee County Airport and the Michigan Department of Natural Resources. The airport is transferring land along the Manistee River to MDNR that is not needed for the airport in return for land needed by the airport for security fencing and safety areas that is owned by the DNR. This contract change is for a time extension to allow the airport and MDNR to work out the final details.

Benefit: The benefit derived from the transference of the land between the airport and MDNR is that MDNR will receive land along the Manistee River adjacent to other MDNR land, which is valuable for recreation. The airport will be able to construct a security and animal control fence to improve the safety of the airport and control all the land necessary for all its safety areas.

Funding Source: State Restricted Aeronautics Funds - \$22,500; Manistee County Funds - \$2,500; Contract Total - \$25,000.

Commitment Level: The contact is a fixed cost for the consultant contract.

Risk Assessment: If the contract is not given a time extension, the transfer of lands may not occur.

Cost Reduction: The consultant fee was reviewed by an MDOT project manager for appropriateness and cost.

New Project Identification: This is a time extension for a previously approved project.

235. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0870/A1) between MDOT and the Southwest Michigan Regional Airport Authority will extend the contract term by six months to allow sufficient time for the completion of a wildlife hazard assessment, as required by the Federal Aviation Administration (FAA). The original contract provides for a wildlife hazard assessment at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The revised contract term will be September 19, 2000, through March 18, 2004. The total contract amount remains unchanged at \$20,000. Source of Funds: FAA Funds - \$18,000; State Restricted Aeronautics Funds - \$1,000; Southwest Michigan Regional Airport Authority Funds - \$1,000.

Purpose/Business Case: The FAA requires that certain airports have a plan to minimize the wildlife impact on the airport. The plan is to include a wildlife hazard assessment.

Benefit: Extending the term of the contract will allow the assessment to be completed in accordance with FAA requirements.

Funding Source: Federal Aviation Administration (via Block Grant) Funds - \$18,000; State Restricted Aeronautics Funds - \$1,000; Southwest Michigan Regional Airport Authority Funds - \$1,000; Contract Total - \$20,000.

Commitment Level: The contact has a fixed cost for the consultant contract.

Risk Assessment: If the contract term is not extended, the assessment will not be completed and the hazard plan will be flawed.

Cost Reduction: The consultant fee was reviewed by an MDOT project manager for appropriateness and cost.

New Project Identification: This is a time extension for a previously approved project.

236. MULTI-MODAL (Aeronautics) - Amend Amount

Amendatory Contract (2002-0179/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the amount of local funds by \$357,690 to cover the sponsor's share of the construction costs for this multi-year project. The original contract provides grant funds for the construction of a terminal building (phase 2) at Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, December 14, 2001, through December 13, 2004. The revised contract total will be \$3,126,674. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,492,084	\$ 0	\$2,492,084
State Restricted Aeronautics Funds	\$ 138,450	\$ 0	\$ 138,450
NRAC	\$ 138,450	\$357,690	\$ 496,140
Total	<u>\$2,768,984</u>	<u>\$357,690</u>	<u>\$3,126,674</u>

Purpose/Business Case: The contract provides for phase 2 of the construction of a terminal building. This is the second of a four-phase project. The local costs for items such as administrative offices and airline offices are in excess of the amount originally anticipated for phase 2, thus there is a need to increase the local share of the second phase. The overall cost of the multi-phase project is not changing.

Benefit: The multi-phase nature of the project allows the use of Federal entitlement funds in conjunction with discretionary funds over a four-year period. Funding the whole project in one year was not possible.

Funding Source: Federal Aviation Administrative Funds - \$2,492,084; State Restricted Aeronautics Funds - \$138,450; Northwestern Regional Airport Commission Funds - \$496,140; Contract Total - \$3,126,674.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not extended, the project may not proceed as planned, as the State would not be able to bill the local sponsor for the additional construction cost.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: The terminal building is an upgrade of the existing facility.

237. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0433) between MDOT and the Dickinson County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Dickinson County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, the acceptance of new advanced commute/regional aircraft, and a better understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local businesses cultivates potential users, and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

238. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0484) between MDOT and the Gogebic County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Gogebic County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

239. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0498) between MDOT and the Delta County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Delta County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

240. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0499) between MDOT and the Chippewa County Economic Development Corporation will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Chippewa County International Airport in Sault Ste Marie, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Chippewa County Economic Development Corporation Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

241. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0500) between MDOT and the Emmet County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Emmet County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

* Denotes a non-standard contract/amendment

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

242. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0501) between MDOT and the Muskegon County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Muskegon County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

243. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0502) between MDOT and the Marquette County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Marquette County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

244. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0503) between MDOT and the Manistee County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Manistee County-Blacker Airport in Manistee, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community. Manistee County is receiving a \$25,000 grant this year because they are an essential air service (EAS) airport with potential to lose their scheduled air service. We are trying to encourage usage of the airport.

New Project Identification: This is not a new construction project.

245. MULTI-MODAL (Aeronautics) - Design Engineering

Contract (2003-0600) between MDOT and the Oakland County Board of Commissioners will provide Federal and State grant funds for the preliminary and final design for the modification of a detention basin at the Oakland-Troy Airport in Troy, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$58,500; State Restricted Aeronautics Funds - \$3,250; Oakland County Funds - \$3,250; Contract Total - \$65,000.

Purpose: The purpose of this contract is to fund preliminary and final design to address the modification of an existing detention basin located on the Oakland-Troy Airport.

Benefit: The benefit of the modification is to reconfigure the detention basin in such a way that it is relocated further away from an existing runway (to enhance safety), and also to make it less attractive to waterfowl (to reduce bird strike incidents by aircraft).

Funding Source: FAA Funds (via Block Grant) - \$58,500; State Restricted Aeronautics Funds - \$3,250; Oakland County Funds - \$3,250; Contract Total - \$65,000.

Commitment Level: The contract is based on the actual cost of the preliminary design agreement and an estimate of the final design agreement.

Risk Assessment: Concerns have been expressed by local pilots over the proximity of the existing detention basin to the runway, and with regards to the waterfowl that the basin attracts when it is full of water. If the design for the reconfiguration of the basin is not funded, these concerns will not be addressed.

Cost Reduction: Reconfiguration of this detention basin may result in lower maintenance costs in the future, as well as an enhancement to airport safety.

New Project Identification: The design will be for a new construction project that addresses reconfiguration of an existing detention basin.

246. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2003-0601) between MDOT and the Houghton County Board of Commissioners will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Houghton County Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft and better understanding of schedules, destinations and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: 90% State Restricted Aeronautics Funds and 10% local funds.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these type of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

247. MULTI-MODAL (Aeronautics) - Install Animal Control Fencing

Contract (2003-0602) between MDOT and the Grosse Ile Township will provide Federal and State grant funds for the installation of animal control fencing at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$28,500; State Restricted Aeronautics Funds - \$1,584; Grosse Ile Township Funds - \$1,583; Contract Total - \$31,667.

Purpose: The purpose of this contract is to fund installation of animal control fencing in the approach areas to runways 4 and 35, along the southern airport boundary.

Benefit: The benefit of the fencing is to deter deer from accessing the airport property along the southern shoreline. Doing so should reduce the risk of deer-aircraft collisions.

Funding Source: FAA Funds (via Block Grant) - \$28,500; State Restricted Aeronautics Funds - \$1,584; Grosse Ile Township Funds - \$1,583; Contract Total - \$31,667.

Commitment Level: The contract has a fixed cost for the design and an estimate for the construction.

Risk Assessment: The land adjacent to the southern perimeter of this airport is prime deer habitat. If the animal control fencing is not installed, the deer will continue to have unrestricted access to the airport and runways. The result would be the continuation of a relatively high risk of deer-aircraft collisions.

Cost Reduction: Installation of the animal control fencing should reduce the potential for deer-aircraft collisions. This, in turn, should result in a reduction in costs of aircraft repair and personal injury.

New Project Identification: This project is new construction.

248. *MULTI-MODAL (Aeronautics) - Rehabilitation of Runway Lighting; Pavement Marking
Memorandum of Understanding (MOU) (2003-0606) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will provide Federal and State grant funds for the design and construction of the rehabilitation of the runway and taxiway lights on runway 14/32 and for airport pavement marking at the Grayling Army Airfield in Grayling, Michigan. MDMVA will have three years from the date of award to complete the project items. The contract will be in effect from the date of award through twenty years. Source of Funds: Federal Aviation Administration Funds (via Block Grant) - \$409,500; State Restricted Aeronautics Fund - \$22,750; MDMVA Funds - \$22,750; Contract Total - \$455,000.

Purpose/Business Case: The MOU is to provide the funding for the design and construction of runway and taxiway lights, as well as pavement marking.

Benefit: The rehabilitation of the runway lights will enable the runway to continue to provide day and night operations. The benefit is for safety of the flying public.

Funding Source: Federal Aviation Administration Funds (via Block Grant) - \$409,500; State Restricted Aeronautics Fund - \$22,750; MDMVA Funds - \$22,750; Contract Total - \$455,000.

Commitment Level: The contract has a fixed cost for the project.

Risk Assessment: If the contract is not awarded, the project cannot be completed without Federal participation.

Cost Reduction: The cost of the project will be determined by competitive bid and will be examined by the project manager for completeness and appropriateness.

New Project Identification: This will be rehabilitation for an existing facility. The paint marking is routine maintenance.

249. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA
Contract (2003-0616) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The Block Grant is issued to MDOT, and MDOT issues sub-grants to the local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund 90 percent of a development project, with the remaining 10 percent coming from State and/or local funds. The amount of the Block Grant issued to MDOT is estimated at \$84,000. The Grant will be in effect from the date of award through the completion date of the last sub-grant issued under the Block grant or September 2013, whichever is later.

Purpose/Business Case: The Grant issued to MDOT through the State Block Grant Program provides the Federal funding used for airport improvement projects at general aviation airports as determined by the State.

Benefit: The benefit will be increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub grants to local community airports using an estimated 90% FAA funds and 10% State and/or local funds. The costs for each sub grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue Grant. There is no risk to the State.

Cost Reduction: The Grant amount is not negotiable.

New Project Identification: This is not a new construction project.

250. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2003-0619) between MDOT and Romeo Airport Management, LLC, will provide Federal and State grant funds for preliminary engineering (phase 1) for the potential extension of runway 18/36 and relocation of 31 Mile Road at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; Romeo Airport Management, LLC, Funds - \$2,500; Contract Total - \$50,000.

Purpose: The purpose of this contract is to fund preliminary engineering for the potential extension of Runway 18/36 at Romeo State Airport, including provision of a runway safety area. The resulting potential relocation of 31 Mile Road will also be addressed as part of this study.

Benefit: The benefit of this study is to bring Romeo State Airport into compliance with current federal safety standards with regards to runway safety areas, and to ultimately extend runway 18/36 to a length suitable for use by most small business jets (5,000 feet).

Funding Source: FAA Funds (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; Romeo Airport Management, LLC, Funds - \$2,500; Contract Total - \$50,000.

Commitment Level: The contract has a fixed cost for the design work.

Risk Assessment: Existing runway 18/36 has been shortened in order to provide a clear runway safety area at the runway end that meets current federal standards. As a result, some aircraft types that previously used the runway may no longer be able to. If a future extension of the runway is not planned for, along with the resulting relocation of 31 Mile Road, the shortening of the runway will be a permanent negative impact to the existing corporate users of the airport. The result is a potential negative impact to the local economy.

Cost Reduction: The contract amount for the preliminary engineering has been negotiated with the consultant and is considered reasonable for the services to be performed.

New Project Identification: This contract is for preliminary engineering services only.

251. *TRANSPORTATION PLANNING - IDS Traffic Studies and Data Collection

Contract (2003-0524) between MDOT and Wade-Trim/Associates, Inc., will provide for traffic studies and data collection services to be performed along various highway routes or planned routes on an as needed/when needed basis. The contract will be in effect from the date of award through September 30, 2006. The maximum contract amount will be \$120,000, and the maximum amount of any authorization will be \$40,000. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This is an IDS contract for performing various types of traffic studies and data collection in support of MDOT's Traffic Monitoring Program and is required by the Federal Highway Administration.

Benefit: Provides management with operational flexibility when the workload prevents existing employees from performing various traffic studies ensuring both quality and timeliness of product delivery.

Funding Source: FHWA State Planning and Research (SPR) Funds. The funds are not part of the Build Michigan III.

Commitment Level: The cost for individual authorizations depends upon the nature and scope of the particular traffic study. Authorizations are on an actual cost basis.

Risk Assessment: Not having this contract would restrict management options when scheduling work particularly when the workload is severe. This would in turn impact the timeliness of product delivery. There are no risks associated with contractors performing this type of work.

Cost Reduction: The authorizations are awarded on a low bid basis.

New Project Identification: This is not a new project.

252. *TRANSPORTATION PLANNING - IDS Traffic Studies and Data Collection
 Contract (2003-0525) between MDOT and Traffic Engineering Associates, Inc., will provide for traffic studies and data collection services to be performed along various highway routes or planned routes on an as needed/when needed basis. The contract will be in effect from the date of award through September 30, 2006. The maximum contract amount will be \$120,000, and the maximum amount of any authorization will be \$40,000. Source of Funds: 100% Federal Highway Administration Funds.
- Purpose/Business Case:** This is an IDS contract for performing various types of traffic studies and data collection in support of MDOT's Traffic Monitoring Program and is required by the Federal Highway Administration.
- Benefit:** Provides management with operational flexibility when the workload prevents existing employees from performing various traffic studies ensuring both quality and timeliness of product delivery.
- Funding Source:** FHWA State Planning and Research (SPR) Funds. The funds are not part of the Build Michigan III.
- Commitment Level:** The cost for individual authorizations depends upon the nature and scope of the particular traffic study. Authorizations are on an actual cost basis.
- Risk Assessment:** Not having this contract would restrict management options when scheduling work particularly when the workload is severe. This would in turn impact the timeliness of product delivery. There are no risks associated with contractors performing this type of work.
- Cost Reduction:** The authorizations are awarded on a low bid basis.
- New Project Identification:** This is not a new project.
253. *TRANSPORTATION PLANNING - U.S.-Canadian Rail Traffic Data Study
 Memorandum of Understanding (MOU) (2003-0563) between MDOT and the Vermont Agency of Transportation will provide for a study of bi-directional rail traffic across the U.S.-Canadian border. The study will be used to help provide a statistical basis for recommendations about opportunities for intermodal diversion and more effective multi-modal movements of selected commodities and goods. The MOU will be in effect from the date of award through August 24, 2004. Source of Funds: Federal Highway Administration Funds - \$55,000.
- Purpose/Business Case:** The purpose of this study is to obtain data on bi-directional rail traffic across the U.S. - Canadian border.
- Benefit:** To provide helpful information to MDOT and other border state DOT's involved in border planning and security issues on trade movement between the U.S. and Canada. The information will help MDOT demonstrate the national importance of Michigan as an international gateway for trade and commerce and thus increase federal funding opportunities.
- Funding Source:** 100% FHWA Funds.
- Commitment Level:** The purpose of this agreement is to transfer the federal funds allocated to MDOT to the Vermont Agency of Transportation to implement the study. The budget will not exceed \$55,000. Payment is on a percentage basis of the fixed amount, upon completion of specific milestones.
- Risk Assessment:** If the study is not conducted there could be a loss of federal funds and also the loss of important data valuable to Michigan in planning improvements to trade corridors. No other risks are associated with the project.
- Cost Reduction:** The Vermont Agency of Transportation will develop an RFP to competitively bid the contract. Their contract process has been approved by the Federal Highway Administration and is consistent with MDOT federal contract processes. MDOT will have final approval over the consultant selected to carry out this study.
- New Project Identification:** This is a new rail-freight study.

STATE PROJECTS

Bridge rehabilitation of S04 and full painting with pin and hanger replacement on I-69 under Dayburg Road, and full painting on I-69 under S05 at Girard Road in the township of Girard in Branch County.

8 Bidders

New Project Identification: Rehabilitation.

255.	LETTING OF AUGUST 01, 2003 PROPOSAL 0308052 PROJECT MER 38101-74437-2, ETC LOCAL AGRMT. START DATE - SEPTEMBER 14, 2003 COMPLETION DATE - NOVEMBER 15, 2003	ENG. EST. \$ 1,323,601.43	LOW BID \$ 1,456,028.34
		% OVER/UNDER EST.	
			10.01 %

3.623 mi of barrier wall repairs and pavement improvements on I-94, from point of beginning to point of ending, and emergency hot mix asphalt overlay, joint replacement, substructure and steel repair, and zone on five bridges on I-94 over US-127 and M-50, under Elm Road, over Grand River and Conrail Railroad in Blackman and Leoni Townships, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,456,028.34	Same	1 **
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 1,863,063.36	Same	3
Midwest Bridge Company	\$ 1,591,192.50	Same	2
Walter Toebe Construction Co.	\$ 2,048,205.80	Same	4
Anlaan Corporation			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74437A

State Restricted Trunkline Funds	100 %
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M60335

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

256. LETTING OF AUGUST 20, 2003 (PP 8/15/03) ENG. EST. LOW BID
 PROPOSAL 0308602 \$ 574,913.04 \$ 499,913.02
 PROJECT IM 58151-75867, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003 -13.05 %

3.5 mi of concrete pavement repairs and diamond grinding on northbound I-75, from LaPlaisance Road northerly to Dixie Highway in the city of Monroe, Frenchtown and Monroe Townships, Monroe County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 499,913.02	Same	1 **
Causie Contracting, Inc.	\$ 511,545.00	Same	2
James Cape & Sons Company			
Diamond Surface, Inc.			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75867A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
M60303	
State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

257. LETTING OF AUGUST 20, 2003 (PP 8/1/03) ENG. EST. LOW BID
 PROPOSAL 0308029 \$ 882,586.18 \$ 816,878.73
 PROJECT STUT 83031-55792
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 21, 2004 -7.44 %

Remove existing rest area building and construct new 3
 restroom rest area building, paving, utilities, and site
 work on US-131 northbound at the Cadillac Rest Area, Clam
 Lake Township, Wexford County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 999,999.99	Same	7
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			
Devere Construction Company, Inc.			
Gerace Construction Company. Inc.	\$ 861,704.17	Same	2
Elmer's Crane & Dozer, Inc.	\$ 970,523.64	Same	5
Diversco Construction Company	\$ 976,825.30	Same	6
Manigg Enterprises, Inc.			
Rapid Construction, Inc.			
CJ's Excavating Septic Service, Inc.			
Mugen Construction			
Griffith Builders Inc.	\$ 816,983.73	\$ 816,878.73	1 **
Porath Contractors, Inc.	\$ 937,705.42	Same	4
Robert T. Cole, Inc.			
Jackson Contracting			
3-S Construction	\$ 874,999.99	Same	3
North River Excavating, Inc.			

7 Bidders

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million travelers visited the 94 Michigan State Parks and less than one million travelers visited Mackinac Island in 2001.

Funding Source:

55792A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

New Project Identification: New Construction.

258. LETTING OF AUGUST 20, 2003 (PP 8/1/03) ENG. EST. LOW BID
 PROPOSAL 0308046 \$ 5,763,038.95 \$ 5,265,795.59
 PROJECT AIM 49025-60294
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 14, 2004 -8.63 %

8.37 mi of mainline concrete joint and crack repair, hot mix asphalt resurfacing, guardrail upgrades, partial ramp reconstruction, and ramp hot mix asphalt resurfacing on I-75 from south of the I-75/M-123 interchange northerly to north of I-75/M-134 interchange and ramps at the intersections in St. Ignace Township, Mackinac County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 5,658,940.21	Same	2
Rieth-Riley Construction Co., Inc.			
Payne & Dolan, Inc.	\$ 5,265,795.59	Same	1 **
H & D, Inc.	\$ 5,825,457.24	Same	3

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

60294A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

LOCAL PROJECTS

259. LETTING OF AUGUST 20, 2003
 PROPOSAL 0308601
 PROJECT BRO 52001-75711
 LOCAL AGRMT. 03-5483
 START DATE - 5 days after award
 COMPLETION DATE - JUNE 01, 2004

ENG. EST.	LOW BID
\$ 426,028.25	\$ 321,812.57
% OVER/UNDER EST.	
	-24.46 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on County Road AAO over the Dead River in Champion Township, Marquette County.

BIDDER	AS-READ	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 354,131.50	Same	2
S. L. & H. Contractors, Inc.			
Yalmer Mattila Contracting, Inc.			
Midwest Bridge Company			
Lunda Construction Company	\$ 618,410.83	Same	4
Snowden, Inc.			
Hebert Construction Co., Inc.	\$ 321,812.57	Same	1 **
Hardman Construction, Inc.			
Gerace Construction Company. Inc.			
Posen Construction, Inc.			
Zenith Tech, Inc.	\$ 406,477.46	Same	3
J.E. Kloote Contracting, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

75711A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

EXTRAS

260. **Item Number 2003 -37**

Control Section/Job Number: 33403-50152A Local Agency Project

Contractor: Bailey Excavating, Inc.
1073 Toro Drive, P. O. Box 660
Jackson, Michigan 49204

Designed By: Consultant
Engineer's Estimate: \$1,870,025.95

Description of Project:

1.0 m. of bituminous and plain concrete road reconstruction with concrete curb and gutter, storm sewer and water main on Lake Lansing Road, Lansing city limits to US-127, Ingham County.

Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 20, 2002	
Original Contract Amount:	\$1,997,228.99	
Total of Overruns/Changes (Approved to Date):	-49,951.61	- 02.50 %
Total of Extras/Adjustments (Approved to Date):	98,259.96	+ 04.92 %
THIS REQUEST	<u>207467.57</u>	<u>+ 10.39 %</u>
Revised Total	<u>\$2,253,004.91</u>	+ 12.81 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 2.42% over the original budget for an **Authorized to Date Amount** of \$2,045,537.34.

Approval of this extra will place the authorized status of the contract +12.81 % over (+255,775.92) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None.

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Sanitary Sewer Force Account Final Payment	1.00dlr.@ \$207,467.57	<u>\$207,467.57</u>
Total		<u>\$207,467.57</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the pay items above: during construction it became evident that the original work associated with the eight inch sanitary sewer was inadequate. The existing sanitary sewer had deteriorated beyond the condition anticipated in the plans. The price for this work was established through force account in accordance with 109.07.C. of the 2003 Interim Specifications for Highway Construction. For this extra the Ingham County Road Commission will be paying 100 % of the cost. Invoices were kept on material costs, labor was accounted for hourly and was charged in accordance with the David Bacon Act, and the equipment rates were compared to the Primedia Blue Book rates. Documentation of this work can be found in the project files at the Lansing Transportation Service Center.

Section 103.04 – EXTRA WORK – of the 2003 Interim Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Including this item in the contract addresses the need to replace more of the sanitary sewer than was originally anticipated.

Funding Source: FHWA, 69.38 %; Ingham County, 30.62 % for contract. However, this item is funded 100% by Ingham County.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original cost is fixed.

Risk Assessment: Not replacing the old, decrepit sanitary sewer could result in new pavement being removed and replaced, to fix a sanitary sewer failure at substantial cost in the near future.

Cost Reduction: The lowest possible price has been incurred.

New Project Identification: This is an existing project already under contract.

261. Item Number 2003 - 39

Control Section/Job Number: 39405 - 49379A Local Agency Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed By: Consultant
Engineer's Estimate: \$1,991,999.95

Description of Project:

3.016 km of pavement removal, cold milling, bituminous pavement, storm sewer, traffic signals, curb and gutter on Parkview Avenue from 200 m west of Drake Road to east of Oakland in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	September 4, 2001	
Contract Date:	March 21, 2002	
Original Contract Amount:	\$2,175,568.77	
Total of Overruns/Changes (Approved to Date):	36,937.47	+ 1.70 %
Total of Extras/Adjustments (Approved to Date):	178,779.50	+ 8.22 %
THIS REQUEST	<u>47,328.00</u>	<u>+ 2.18 %</u>
Revised Total	<u>\$2,438,613.74</u>	+ 12.10 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 9.92 % over the original budget for an **Authorized to Date Amount** of \$2,391,285.74.

Approval of this extra will place the authorized status of the contract + 12.10 % over (+ \$263,044.97) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6, r.4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Remove Temporary Signals	1.000 ls @ \$1,320.00/ls	\$ 1,320.00
TS One Way Bracket Arm Mounted, LED	6.000 ea @ \$1,210.00/ea	7,260.00
TS Ped, Two Way Bracket Arm Mounted, LED	4.000 ea @ \$1,650.00/ea	6,600.00
TS One Way Mast Arm Mounted, LED	12.000 ea @ \$1,095.00/ea	13,140.00
Pedestal, Aluminum	6.000 ea @ \$1,045.00/ea	6,270.00
Pedestal, Foundation	6.000 ea @ \$935.00/ea	5,610.00
Pedestal, Remove	2.000 ea @ \$77.00/ea	154.00
Steel Landscape Edging, 100mm	440.000 m @ \$11.00/m	4,840.00
TS Ped, One Way Pedestal Mounted	2.000 ea @ \$990.00/ea	1,980.00
TS Ped, Pedestal Mounted, Removal	2.000 ea @ \$77.00/ea	154.00
Total		<u>\$47,328.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the pay items above: the above pay items were recommended to be incorporated into the plans by the city traffic engineer. The widening of this project at the Greenleaf and Parkview intersection required the above items to control traffic and pedestrian movements in the safest manner possible. The plans did not adequately address the traffic control needs. The unit prices and lump-sum price for this extra work were negotiated in accordance with Standard Spec. 109.07.A. and B. of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. Documentation can be obtained by contacting the Kalamazoo Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request adds funds to the original contract to pay for the above items.

Benefit: The above items of work allow the traffic signals at the intersection of Parkview and Greenleaf to operate more efficiently.

Funding Source: FHWA, 83.23 %; City of Kalamazoo, 16.77 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: Omission of these items would make the intersection not as safe as it could be, by MDOT standards, and might result in property damage, personal injury and/or death.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

262. **Item Number 2003 - 40**

Control Section/Job Number: 39405 – 49403A Local Agency Project

Contractor: Peter's Construction
3325 East Kilgore Road
Kalamazoo, Michigan 49001-5533

Designed By: Consultant
Engineer's Estimate: \$1,721,286.50

Description of Project:

1.91 km of bituminous roadway widening from two lanes to five lanes, including pavement removal, cold milling, grading, drainage structures, concrete curb and gutter, and pavement markings on Stadium Drive from 20 m west of Sixth Street to Eighth Street in Kalamazoo County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 6, 2002	
Original Contract Amount:	\$1,374,648.38	
Total of Overruns/Changes (Approved to Date):	-7,665.90	- 0.56 %
Total of Extras/Adjustments (Approved to Date):	77,709.30	+ 5.65 %
THIS REQUEST	<u>95,683.35</u>	<u>+ 6.96 %</u>
Revised Total	<u>\$1,540,375.13</u>	+ 12.05 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 5.09 % over the original budget for an **Authorized to Date Amount** of \$1,444,691.78.

Approval of this extra will place the authorized status of the contract +12.05 % over (+\$165,726.75) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4, r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Watermain, Conflict, 300 mm- Labor and Equipment	1.000 ea @ \$43,383.50/ea	\$43,383.50
Watermain, Conflict, 300 mm- Material Costs	1.000 ea @ \$52,299.85/ea	<u>52,299.85</u>
Total		<u>\$95,683.85</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: Reason for the pay items above; this extra work is to pay for all the work associated with lowering the watermain on Stadium Drive due to the original shallow depth. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A-E of the 1996 Standard Specifications for Highway Construction. These items are paid for entirely by the Kalamazoo County Road Commission. Documentation for this work is located in the project files and can be obtained by contacting the Kalamazoo Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra makes payment provision for operating and relocating the moveable concrete barrier that is part of the original contract.

Benefit: The taxpayers benefit by not having to initiate an additional contract for the water main work which is included on this Contract Modification.

Funding Source: These two items are 100% funded by Kalamazoo County. The balance of the contract is funded thusly, FHWA, 81.52%; Kalamazoo County, 18.48 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: By including this work on the present contract, a new, smaller contract would be needed, entailing higher costs for the smaller contract and higher rates for the taxpayers.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

263. **Item Number 2003 - 41**

Control Section/Job Number: 63459 – 49862A Local Agency Project

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, Michigan 48328

Designed By: Consultant
Engineer's Estimate: \$11,164,842.05

Description of Project:

Widen and reconstruct five-lane concrete pavement with concrete curb and gutter including four-sided precast box culvert, storm and sanitary sewer, watermain, and restoration on Long Lake Road from Carnaby Road to John R Road, on Long Lake Road from John R Road to Dequindre Road, and on 18 Mile Road from Dequindre Road to Pond View Road in the city of Troy, Oakland County.

Administrative Board Approval Date:	November 5, 2002	
Contract Date:	November 7, 2002	
Original Contract Amount:	\$8,562,497.07	
Total of Overruns/Changes (Approved to Date):	-74,111.00	- 0.87 %
Total of Extras/Adjustments (Approved to Date):	230,797.03	+ 2.70 %
THIS REQUEST	<u>150,266.50</u>	<u>+ 1.75 %</u>
Revised Total	<u>\$8,869,449.60</u>	+ 3.58 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 1.83 % over the original budget for an **Authorized to Date Amount** of \$8,719,183.10.

Approval of this extra will place the authorized status of the contract + 3.58 % over (+\$306,952.53) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6, 16.

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM No. 6		
Conc.Pavement, Nonreinf. 200mm, Temp	1,000.000m2@\$50.00/m2	\$50,000.00
CM No. 16		
Conc.Pavement, Nonreinf. 200mm, Temp	2,005.330m2@50.00/m2	<u>100,226.50</u>
Total		<u>\$150,266.50</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the pay items above: this extra work is for concrete that was placed through the winter for the watermain crossings, sewer crossings and the pavement replacement on Dequindre Road. This was directed by the engineer, after requests from the City of Troy and the Oakland County Road Commission. The temporary concrete was placed in the crossings for safety concerns. Bituminous was unavailable throughout the winter months and concrete was approved. The concrete placed on Dequindre Road was also used due to the unavailability of bituminous material. The cost was negotiated with the engineer and all measurements are in the project file. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for this work is located in the project files and can be obtained by contacting the Oakland Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request increases funds to the original contract to include the above items of work.
Benefit: The public benefits by having the roadwork completed on time and the contractors and engineers are not faced with a long hiatus until the planned material could be placed.
Funding Source: FHWA, 80.97 %; City of Troy, 19.03 %.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: Not doing this extra work would delay the project causing increases in costs in order to complete this project.
Cost Reduction: The lowest possible price has been negotiated.
New Project Identification: This is an existing project already under contract.

264. **Item Number 2003 - 42**

Control Section/Job Number: 73033 – 48270A MDOT Project

Contractor: Champagne and Marx Excavating
 1445 Liberty Road
 Saginaw, Michigan 48604

Designed By: Consultant
 Engineer's Estimate: \$4,679,338.23

Description of Project:

2,317 km of bituminous roadway reconstruction and widening, enclosed drainage, sanitary sewer and watermain alterations, on M-84 from south of Kochville Road northerly to Pierce Road, in Kochville Township, Saginaw County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 24, 2002	
Original Contract Amount:	\$3,982,504.38	
Total of Overruns/Changes (Approved to Date):	-124,968.93	- 3.14 %
Total of Extras/Adjustments (Approved to Date):	376,802.21	+ 9.46 %
THIS REQUEST	<u>22,579.20</u>	+ 0.57 %
Revised Total	<u>\$4,256,916.86</u>	+ 6.89 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 6.32% over the original budget for an **Authorized to Date Amount** of \$4,234,337.66.

Approval of this extra will place the authorized status of the contract +6.89% over (+\$274,412.48) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

High Stress, 5E3 to meet AWI for 2003	1,163.000 t @ \$4.90/t	\$5,698.70
Bit Mixture, 5E3 to meet AWI for 2003	3,445.000 t @ \$4.90/t	<u>16,880.50</u>
Total		<u>\$22,579.20</u>

Reason(s) for Extra(s)/Adjustment(s):

These pay items were needed because the specification governing the Aggregate Wear Index became more stringent after the contract was awarded. The Aggregate Wear Index is a correlation of the pavement's friction. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for this work is located in the project files and is at the Bay City Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Administrative Board.

Purpose/Business Case: This request increases funding to add the above items of work to the original contract.

Benefit: The public benefits by having a higher friction standard

Funding Source: FHWA, 79.82 %; State Restricted Trunkline, 20.18 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: With a higher friction surface on the pavement a motorist is less likely to lose control of his vehicle. This equates to a reduction of property damage, personal injury and loss of life.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

265. **Item Number 2003 - 44**

Control Section/Job Number: 81031–32389A MDOT Project

Contractor: Brady Sand & Gravel, Inc.
2978 Russell Road
Tecumseh, Michigan 49286

Designed By: Consultant
Engineer's Estimate: \$2,103,101.23

Description of Project:

1.425 km of bituminous cold milling, resurfacing, concrete joint repair, widening for turn lanes and traffic signal installation on US-12, from Austin Road easterly to Saline River, and concrete deck overlay and railing replacement on US-12 over Saline River, in Saline Township and the city of Saline, Washtenaw County.

Administrative Board Approval Date:	March 19, 2002	
Contract Date:	April 11, 2002	
Original Contract Amount:	\$2,125,465.26	
Total of Overruns/Changes (Approved to Date):	81,817.88	+ 3.85 %
Total of Extras/Adjustments (Approved to Date):	150,646.45	+ 7.09 %
THIS REQUEST	<u>33,964.00</u>	<u>+ 1.60 %</u>
Revised Total	<u>\$2,391,893.59</u>	+ 12.54 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +10.94 % over the original budget for an **Authorized to Date Amount** of \$2,357,929.59.

Approval of this extra will place the authorized status of the contract + 12.54 % over (+ \$266,428.33) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 18, r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Edge Trimming	3,312.800 m @ \$5.00/m	\$16,564.00
Pavement, Cleaning	1.000 ls @ \$17,400.00/ls	<u>17,400.00</u>
Total		<u>\$33,964.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: for the first item, the contractor has spent considerable amount of time cleaning the existing edge of asphalt and removing loose pieces of asphalt to accommodate the paving of the widening on this project. The second pay item was inadvertently omitted from the project. This item is to compensate the contractor for cleaning the pavement per the specification. The unit prices and the lump sum for this extra work were negotiated in accordance with Standard Spec. 109.07.A and 109.07.B of the 1996 Standard Specifications for Highway Construction and compare favorably with MDOT published average unit prices for similar work. Documentation for this work can be found at the Brighton Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request adds supplemental funds to the original contract to include the above items of work to the contract.

Benefit: Preparing the remaining pavement edge properly, prior to placement of new pavement, insures maximum bonding and strength development with the new pavement.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work would result in the pavement becoming unraveled at the interface between the older pavement and the newer material.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

EXCESS PROPERTY

266. **RESOLUTION “A” - Direct Sale to a Governmental Unit**
Tract 703, Control Section 41131, Job Number 54574B, Parcels 196 & 206, Pt. A

The subject tract is located in Byron Township, Kent County, Michigan, and contains approximately 9.98 acres. This tract was appraised by Sandra Hoffman, Property Appraiser, Grand Region, at \$798,000 on August 28, 2002. The appraisal was reviewed by Kevin Kalmbach, Property Analyst, Grand Region, on February 6, 2003, and approved for sale by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on August 8, 2003. In accordance with a pending shared cost contract made by MDOT with the Kent County Road Commission, the subject tract was offered to the purchaser at the current appraised market value of \$798,000. This offer was made in support of the necessary expansion of maintenance facilities, which are needed to provide safe and timely maintenance of the new Paul Henry Freeway, M-6. The conveyance of this tract to the Kent County Road Commission is dependent on the execution of the shared cost contract and the posting of the current appraised market value of \$798,000 as an offset against MDOT’s obligation under the shared cost contract. The parcel was determined to be excess by the Bureau of Highways - Development.

\$798,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

267. RESOLUTION “B” - Direct Sale

Tract 474, Control Section 41064, Job Number 33336B, Parcels 253AP, Pt. B, and 316, Pt. B

The subject tract is located in Caledonia Township, Kent County, Michigan, and contains approximately 7.19 acres. This tract was appraised by Danny Sorrells, Property Analyst, Project Support Unit, Real Estate Support Area, at \$75,500 on February 14, 2003. The appraisal was reviewed by Glenn P. McKennon, Senior Residential Appraiser, Project Support Unit, Real Estate Support Area, at an adjusted value of \$67,900 (parcel is landlocked) on June 27, 2003. This tract was approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, at \$67,900, on June 30, 2003. The subject tract is being sold to this purchaser for the current appraised market value in fulfillment of the right of first refusal held by the purchaser, which was granted to the purchaser during the right-of-way acquisition phase of this project. This tract was not offered to local municipalities prior to being offered to the purchaser because of the purchaser's right of first refusal. This tract was determined to be excess by the Bureau of Highways - Development.

\$67,900

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

268. RESOLUTION “C” - Relinquishment of Easement

Tract 598, Control Section 16091, Project Number 016-10, Parcel 15, Pt. A

The subject tract is located in Tuscarora Township, Cheboygan County, and contains approximately 250 square feet. MDOT has ceased to use the easement rights granted, and in accordance with MDOT procedures, the tract has been determined to be excess by the Bureau of Highways – Development. A relinquishment of easement was requested by the current underlying fee owner, Kay Osman. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Randel VanPortfliet, Superior Region Engineer. This tract was determined to be excess by the Bureau of Highways - Development.

\$500 (Processing Fee)

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.
Cost Reduction: The State does not accept less than appraised value.
New Project Identification: N/A.

269. RESOLUTION “D” - Over the Counter Sale

Tract 343, Control Section 81041, Job Number 81-56, Parcels 9, Pt. A, and 17, Pt. A

The subject tract is located in the city of Ypsilanti, Washtenaw County, Michigan, and contains approximately 2,240 square feet. This tract was appraised by James G. Simon, Property Appraiser, University Region, MDOT, at \$1,100 on November 2, 2001. The appraisal was reviewed by Thomas J. Urynowicz, Property Analyst, University Region, MDOT, on December 13, 2002, and approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 23, 2003. Mr. Alfred Khattar has submitted an “Application to Purchase and Agreement of Sale,” accompanied by a check in the amount of \$1,100, which represents payment in full. This parcel was offered to local municipalities prior to being offered to the public. The tract was determined to be excess by the Bureau of Highways - Development.

\$1,100

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

270. RESOLUTION “E” - Public Auction - June 11, 2003

Sale N-001-RRA, Control Section 2040A6, Parcel 1A

The subject tract is located in the city of Grayling, Crawford County, Michigan, and contains approximately 24,863 square feet (0.571 acres). This tract was appraised by Ronald Adams, Property Analyst, Revenue and Leasing Unit, Project Development Section, Real Estate Support Area, at \$15,700 on December 3, 2002. The appraisal was reviewed and the parcel approved for sale by Michael Smith, then Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on December 4, 2002. This tract was offered to local municipalities prior being offered to the public. The property was advertised and offered at a public auction on June 11, 2003, at the Eaton County Michigan State University Extension Office in Charlotte, Michigan, and purchased for the minimum bid of the current appraised market value. This tract was determined to be excess by the Multi-Modal Transportation Services Bureau - Freight Services Division.

\$15,700

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 27, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: September 2, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Increase IDS Maximum Contract and Authorization Amounts
Amendatory Contract (2003-0508/A1) between MDOT and Crawford & Company, an insurance firm, will provide for increases of \$2,000,000 in the maximum total contract amount and the maximum authorization amount of this IDS claims review contract in order to provide for an increased level of service. The original contract provides for services to be performed on an as needed/when needed basis, as directed by the Office of Attorney General, to assist the Office of Attorney General, Highway Negligence Division, in dealing with the State of Michigan's liability exposure. Construction contractors are required to make payments on claims for damage that could occur during construction activity. If claims are not processed in an accurate and timely manner, the Office of Attorney General, Highway Negligence Division, will use Crawford & Company to process insurance payments on claims for property or personal injury that occur during construction activity, to complete audits on insurance claims, to provide expert witness services, and to perform other services as directed by the Office of Attorney General. MDOT will attempt to recover all costs related to these services through future litigation. The contract term remains unchanged, August 15, 2003, through August 15, 2006. The revised total contract amount will be \$2,500,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendatory contract will increase the contract amount by \$2,000,000 to provide for an increased level of services to be performed on an as needed/when needed basis, as directed by the Office of Attorney General, to assist the Office of Attorney General, Highway Negligence Division, in dealing with the State of Michigan's liability. Construction contractors are required to make payments on claims for damage that could occur during construction activity. If claims are not processed in an accurate and timely manner, the Office of Attorney General, Highway Negligence Division, will use Crawford & Company to process insurance payments on claims for property or personal injury that occur during construction activity, to complete audits on insurance claims, to provide expert witness services, and to perform other services as directed by the Office of Attorney General. MDOT will attempt to recover all costs related to these services through future litigation.

Benefit: These claims have not been satisfactorily processed by the contractor's insurance carrier. This contract will provide for an outside party to independently audit and process each claim in an acceptable manner. This contract will allow the motorists' damage claims to be processed, while MDOT and the Office of Attorney General pursue action against the contractor and its insurance carrier separately.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Delays in processing claims could result in litigation between the public and the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

2. HIGHWAYS - IDS Claims Review Services

Authorization Revision (Z2/R1) under Contract (2003-0508) between MDOT and Crawford & Company, an insurance firm, will increase the authorization amount by \$700,000 to provide for the addition of funds to the claims payment account for the administration of damage claim services for the 11.08 miles of overband crack fill and double chipseal on M-45, from east of US-31 easterly to west of 68th Street in Grand Haven, Robinson, and Allendale Townships, Ottawa County. The original authorization provides for Crawford and Company to process payments for the State of Michigan's liability exposure related to the subject project utilizing the claims payment account. The third-party claims administration (TPA) of damage claims related to this project was the responsibility of the prime contractor's insurance carrier. Due to complications related to the performance of the prime contractor and its insurance carrier, the TPA by the prime contractor's insurance carrier is no longer feasible. MDOT will attempt to recover all costs related to this service through future litigation. The authorization term remains unchanged, August 18, 2003, through August 15, 2006. The revised authorization amount will be \$799,000. The contract term is August 15, 2003, through August 15, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The original authorization provides for the processing of damage claims related to the 11.08 miles of overband crack fill and double chip seal on M-45, from east of US-31 easterly to west of 68th Street, in Grand Haven, Robinson and Allendale Townships, Ottawa County, utilizing the claims payment account. Motorists filed a large number of damage claims because of the failure of this seal.

Benefit: This authorization revision provides additional funding to the claims payment account to be utilized by Crawford and Company to continue processing the payments of the claims.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: These claims are currently being processed. Any delays in the processing of these claims could result in litigation between the public and the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; the initial project was for the rehabilitation of an existing roadway.

3. *HIGHWAYS - Construction Engineering Services

Contract (2003-0512) between MDOT and HNTB Michigan, Inc., will provide for full inspection, testing, and preliminary staking services for the oversight of MDOT's project on I-75 northbound from M-15 to I-475 and I-75 southbound from US-23 to the Genesee/Oakland county line, Genesee and Oakland Counties. The work items will include pavement repair, mill and resurfacing with hot mix asphalt, median shoulder widening, culvert extensions, and bridge rehabilitation on ten structures. This contract will be in effect from the date of award through December 31, 2005. The total contract amount will be \$2,015,068.42. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this contract is to provide full construction engineering inspection, testing, and preliminary staking services for the oversight of MDOT's project on I-75 from M-15 to US-23.

Benefit: This contract will provide for the inspection and oversight of all contract work on the construction contract to insure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. It will ensure all FHWA rules and regulations are followed as necessary to provide for Federal funding.

Funding Source: Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of Federal funds and be contrary to State Policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract amount. Hours are negotiated based on needed service.

New Project Identification: This is for oversight of an existing project.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director